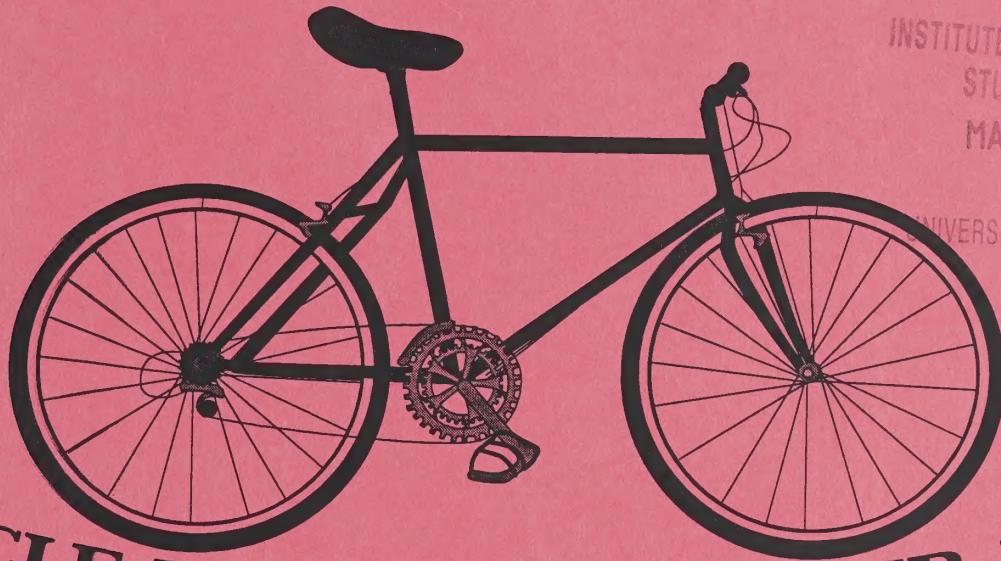


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BICYCLE FACILITIES MASTER PLAN (BIKEWAY PLAN)

Prepared By:

**COMMUNITY DEVELOPMENT DEPARTMENT
&
PUBLIC WORKS DEPARTMENT**

Based on the Traffic Safety Program and Bicycle Safety Program Update

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**Adopted by City Council
May 8, 1995**

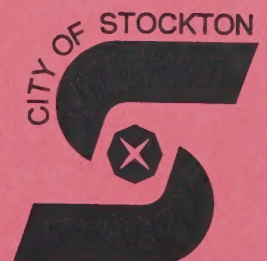


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SECTION 1

EXECUTIVE SUMMARY

The development of the Bicycle Facilities Master Plan, herein referred to as "the Bikeway Plan" was accomplished through a cooperative effort of representatives from the City of Stockton, the San Joaquin Council of Governments, San Joaquin County, the Stockton Bicycle Club, the San Joaquin Bicycle Council, the Trails Coalition of San Joaquin County, the University of the Pacific, and the San Joaquin Regional Transit District.

According to the 1990 census, less than 1 percent of workers (approximately 700) commuted to work by bicycle in the City of Stockton and it is not certain how many bicyclists are recreational riders only. The Bikeway Plan serves as an update to the City of Stockton's 1980 Bicycleway Plan. The City of Stockton will use the Bikeway Plan as a guide in developing bicycle facilities in the City of Stockton.

Sub-section 2 defines the bicycle classification system, presents the methodology for conducting the bicycle surveys, including developing and distributing a questionnaire and conducting a field review and presents the bicycle attractor maps. Cost estimate assumptions and the methodology for ranking bikeway projects are also discussed. Sub-section 3 describes the proposed bikeway plan and estimates costs for construction and maintenance of each improvement. Additional policies for maintaining the system, providing amenities designed to encourage bicycling, and educating the bicycle and motoring public are also recommended in this section. In Sub-section 4, funding sources are identified. And finally, Sub-section 5 recommends implementation projects for the next three to five years.

Figure 1 shows the existing Class I, II, and III facilities in the City of Stockton. The current system is discontinuous and incomplete. A questionnaire was developed to learn more about bicycle ridership and bicycling needs in the City of Stockton. The questionnaire was distributed through the City of Stockton to public libraries, community centers, the Safe Stockton Program, and After School Programs. Additional questionnaires were distributed to local bicycle shops, schools, and Stockton Bicycle Club members and was published in a local newspaper, *Connections*. The results of the questionnaire show that:

- Most of the respondents live and work in North Stockton.
- Major bicycle commute streets identified by the respondents include Pacific Avenue, Alpine Avenue, El Dorado Street, Hammer Lane, and March Lane.

- Major recreational bicycle streets identified by the respondents include March Lane, Thornton Road, Eight-Mile Road, Benjamin Holt Drive, Davis Road, Hammer Lane, and Pershing Avenue.
- Bicycle riding is a regular part of respondents commute or recreational transportation.
- Most frequently mentioned trip purpose: exercise or recreation.
- Majority of respondents support bicycle licensing fee.

In general, the bicycle community in Stockton is concerned about the lack of bicycle facilities, lack of consistent maintenance programs of existing streets, and safety.

Figure 4 shows the proposed Bikeway Plan and is based on information developed in the:

- Bicycle questionnaire,
- Bicycle field review,
- Existing and future attractors,
- City of Stockton Arterial Streets Improvement Project Alternatives Analysis¹,
- 1980 Bicycleway Plan².

A total of 236 miles of Class I, Class II, and Class III facilities are recommended an increase of 65 miles over the 1980 Plan. This would result in 66 miles of Class I bicycle paths, 92 miles of Class II bicycle lanes, and 78 miles of Class III bicycle routes at full build-out of the plan. This compares to the 1980 Bicycleway Plan where 44 miles of Class I bicycle paths, 35 miles of Class II bicycle lanes, and 92 miles of Class III bicycle routes were proposed. The total cost, excluding real estate costs, would be \$11,498,450; \$10,058,600 for Class I facilities, \$1,321,600 for Class II facilities, and \$118,250 for Class III facilities. Additional costs were added for the construction of 10 bicycle/pedestrian waterway crossings.

The recommended Bikeway Plan calls for eight Class I east-west facilities. Bike lanes are suggested on portions of El Dorado Street, Brookside Road, Feather River Drive, Tam O'Shanter, Burgundy Drive/Loraine Road, Montauban Drive, Wagner Heights Road, Kelley Drive, Hammer Lane, Morada Lane, and Eight Mile Road. The primary north-south routes are accommodated through a combination of Class II and Class III facilities

on the following routes:

- Airport Way/Miner Avenue/Sierra Nevada Street/University Avenue/West Lane
- El Dorado Street/Cleveland Street/Sutter Street/Calaveras Bike and Jog Trail/Claremont Avenue/Robinhood Drive/Nottingham Drive/Swain Road/Alturas Road/Lincoln Road/El Dorado Street

Additional north-south connections between Eight-Mile Road and downtown Stockton are found on:

- Thornton Road/Mendocino Avenue/Kensington Way
- Askland Drive/March Lane/Ryde Avenue-Plymouth Road/Country Club Boulevard.

Programs of enforcement, parking and amenities, education, maintenance, and parking should be defined and implemented.

- Increased security and adequate safety training programs for bicyclists and police are recommended as well as a bicycle registration program.
- Educational programs to promote safe sharing of the roadway targeting young children, school age children, adult cyclists, and motorists.
- Programs that encourage bicycle usage should be promoted. These include improved and expanded bikeways, improved shower and locker facilities, improved bicycle storage facilities, promotional/informational programs, intermodal transit links/facilities.
- Maintenance of facilities such as street sweeping is very important in facilitating bicycle usage. The estimated costs include funding for maintenance of facilities for this reason.

Various sources of bikeway improvement financing are also presented. These sources are organized into three groups: road associated sources, park associated sources, and general sources. The discussion covers how each financing mechanism works and, if applicable, how each financing mechanism has been used historically in Stockton. Additional funding sources recommended include the sale of unclaimed bicycles and

bicycle licensing fees.

The priority projects, listed in Appendix G, recommended for implementation are listed below along with the project reference number:

- Calaveras River/Stockton Diverting Canal - I.7
- Walker Slough/Duck Creek (Houston Avenue to Stagecoach Road) - I.21
- El Dorado Street North-South Route includes:
 - El Dorado Street (Fourth Street to Mathews Road - under construction) - II.14
 - El Dorado Street/Center Street (Cleveland Street to Fourth Street) - II.15
 - Cleveland Street (Center Street to Sutter Street) - II.10
 - Sutter Street (Cleveland Street to Calaveras Bike and Jog Path) - II.46
 - Claremont Avenue/Nottingham Drive (Swain Road to the Calaveras Bike and Jog Path) - II.9
 - Alturas Avenue/Glendora Avenue (Lincoln Road to Swain Road) - II.3
 - Lincoln Road (Alturas Avenue to El Dorado Street) - II.28
 - Swain Road (Claremont Avenue to Alturas Avenue) - II.47
 - El Dorado Street (Lincoln Road to Hammer Lane) - III.23
 - El Dorado Street (Bear Creek to Hammer Lane) - II.16
- Eight Mile Road (SR 99 Frontage to West of I-5) - II.12
- Kelley Drive (Wagner Heights to Hammer Lane) - III.41
- March Lane (Feather River Drive to Brookside Road) - II.29
 - Mendocino Avenue (Pershing Avenue to Kensington Way) - II.32
 - Kensington Way (Mendocino Avenue to Tuxedo Avenue) - III.42
- West Lane
 - University Avenue (West Lane to Sierra Nevada Street) - III.72
 - Sierra Nevada Street (University Avenue to Hazelton Avenue) - III.66
 - West Lane (Morada Lane to University Avenue) - III.75
- Alexandria Place (Hammer Lane to Lincoln Road) - III.2

- Alexandria Place (Benjamin Holt Drive to Quail Lakes Drive) - III.3
- Don/Meadow Avenue (Wagner Heights to Alexandria Place) - III.19
- Swain Road (Cumberland Place to Claremont Avenue) - III.69
- Swain Road (Alturas Avenue to West Lane) - III.70
- Wilson Way (Bradford Street to SR 99 Frontage) - II.54

There are additional projects that will be part of a development area and will be constructed as development occurs. These are:

- Brookside Road - I.4
- Brookview Road - I.5
- Carolyn Weston Boulevard - II.7
- Ishi Goto Street - I.10
- Lloyd Thayer - I.11
- South of Eight Mile Road, west of I-5, north of Bear Creek - II.13
- North of Hammer Lane between Holman Road and SR 99 - II.22
- Holman Road - II.24
- Iron Canyon Road - II.27
- Morada Lane - II.35
- Otto Drive - II.36
- Pock Lane - II.40
- Raintree Road - II.42
- Spanos Boulevard - II.45
- West Lane - II.51
- Whistler Way - II.52

These priority projects will be the focus of funding efforts over the next three to five years. The funding strategy presents the most likely funding sources for these priority projects. The capital costs of the priority projects, by phase, are as follows:

<u>Class</u>	<u>Cost</u>
I	\$2,719,900 (includes one bridge)
II	\$792,200
III	<u>\$21,750</u>

Total Priority Projects \$3,533,850

Financing of bikeway facilities should be focused in the following areas:

- State and federal funding sources dedicated for bikeways;
- Local vehicle registration fees dedicated to vehicle emissions reduction projects;
- New development exactions, where bikeways can link projects together to provide a coherent bikeway commuter system;
- Park development fees where new projects are not directly contributing to the overall Class I bikeway facilities.
- Sale of unclaimed bicycles
- Bicycle Licensing Fees and Program

Overall, the Class I facilities are the most expensive with the least amount of existing funding identified. Likely sources of funding for bikeway projects by their potential for funding are described. Based on these sources of funding, a funding strategy is recommended. The estimated capital cost to implement the 5-year priority program is \$3,533,850. Of this, \$1,896,700 would be funded as new development occurs and \$15,200 would be available through local/ state/federal funding sources. Other funding sources, such as those described above, need to be explored for the remaining portion of the 5-year plan. Additionally, funding for annual maintenance should not be overlooked when determining the timing and extent of bikeway facilities that are constructed; although the options for funding maintenance programs are more limited.

SECTION 2

INTRODUCTION

This Bikeway Plan was compiled from work completed from Traffic Safety Program and Bicycle Safety Program Update study conducted for the City of Stockton and the California Department of Transportation Office of Traffic Safety (included as Appendix A).

The development of the Traffic Safety Program and Bicycle Safety Program Update and subsequently this Bikeway Plan was accomplished through a cooperative effort of representatives from the City of Stockton, the San Joaquin Council of Governments, San Joaquin County, the Stockton Bicycle Club, the San Joaquin Bicycle Council, the Trails Coalition of San Joaquin County, University of the Pacific, and Stockton Metropolitan Area Transit District.

Public participation was included at two points in the study. The first was through a bicycle survey conducted in late April/early May 1993. The second was through a public presentation of the draft Bikeway Plan held on September 21, 1993. Comments received were incorporated into the proposed Bikeway Plan.

SECTION 3

BIKEWAY PLAN

1. INTRODUCTION

The Bikeway Plan serves as an update to the City of Stockton's 1980 Bicycleway Plan and is based on the current General Plan limits as defined in the City of Stockton General Plan. The plan incorporated information from a number of existing sources such as the 1980 Bicycleway Plan³, the 1990 City of Stockton General Plan⁴, 1990 Journey to Work Data⁵, the County of San Joaquin Bicycle Plan⁶ and the Arterial Streets Improvement Project Alternatives Analysis⁷ as well as new information developed from the bicycle survey and field review. The Bikeway Plan includes new development areas in the City of Stockton and increases the lane mileage of bicycle paths and lanes.

The City of Stockton, like other cities, is dependent on the automobile as the dominant form of transportation. However, bicycling can be an important travel mode in the City of Stockton given its flat terrain and favorable climate. According to the 1990 census, less than 1 percent of workers (approximately 700) commute to work by bicycle in the City of Stockton, and it is not certain how many bicyclists are recreational riders only. The bicycle also has a number of advantages over the automobile: it takes up less space, it does not use fossil fuels, it does not pollute the air, it does not make noise, it is inexpensive to operate, and it provides significant health benefits⁸. However, there are significant barriers to bicycle riding in the City of Stockton. First is the absence of a comprehensive bikeway system coupled with physical barriers such as freeways, waterways, and railroads. Many roadways in the City are also perceived as unsafe for bicyclists because of lack of facilities and general knowledge about safe bicycle riding practices from both the motorist's and the bicyclist's perspective. Additionally, current land use design does not encourage the use of bicycles and funding to provide bicycle facilities is very limited.

The development of the updated bikeway plan was accomplished through a cooperative effort of representatives from the City of Stockton, San Joaquin Council of Governments, San Joaquin County, the Stockton Bicycle Club, the San Joaquin Bicycle Council, the Trails Coalition of San Joaquin County, University of the Pacific, and Stockton Metropolitan Area Transit District. This group, listed at the end of this Plan, has met once a month since March 1993 to update and expand the plan, some of the time volunteered. Public input was obtained via two sources; a survey and an open house. The survey methodology and results are described in this section. The public Open House presenting the bicycle plan was held on September 21, 1993. A list of attendees

is presented in Appendix B. Responses to the comments received at the public meeting are incorporated, where possible, into this document. A summary of comments and responses are found in Appendix C. It is testimony to the commitment to providing a safe bicycling environment in the City of Stockton that this plan is produced.

Purpose

The purpose of the proposed Bikeway Plan is to identify bicycle travel characteristics and update the 1980 Bicycleway Plan. This includes the identification of the purpose of bicycle trips, primary destination points, and routes used. This update includes a review of how existing routes serve the need of bicyclists and an assessment of what bikeway facilities are needed to serve areas that have been developed since 1980. The specific objectives of the Bikeway Plan are:

- Identify key bicycle travel characteristics by surveying bicyclists in the City of Stockton;
- Develop an existing and proposed bicycle attractor map based on land use information in the General Plan and other sources;
- Preparing an updated plan;
- Identify short term and long term funding availability and collect information on existing internal and external funding sources;
- Prioritize bikeway improvements; and
- Recommend improvements for a three to five year period.

Section Organization

This section is organized in the following sub-sections:

1. Introduction
2. Methodology
3. Recommended Bikeway Plan
4. Funding Sources
5. Recommended Implementation Projects and Financing Plan

Sub-section 2 defines the bicycle classification system, presents the methodology for conducting the bicycle surveys, including developing and distributing a questionnaire and conducting a field review and presents the bicycle attractor map. Cost estimate assumptions and the methodology for ranking bikeway projects is also discussed. Sub-section 3 describes the proposed bikeway plan and estimates costs for construction and maintenance of each improvement. Additional policies for maintaining the system, providing amenities to encourage bicycling, and educating the bicycle and motoring public are also recommended in this section. In Sub-section 4, funding sources are identified. And finally, Sub-section 5 recommends implementation projects for the next three to five years.

2. METHODOLOGY

This section presents the methodology used to develop the proposed Bikeway Plan. The bikeway classification system is defined followed by a description of the bicycle survey and field review results and documentation of existing bicycle facilities. The bicycle attractor map and major destination points for bicyclists is presented. Finally, assumptions used to estimate costs for the proposed bikeway projects and the methodology used for ranking bikeway projects is discussed.

Functional Classification of Bikeways

A bikeway is a facility that provides for bicycle travel. Bikeways are categorized by classification (e.g., Class I, Class II, Class III). A Class I facility, such as the Calaveras Bike and Jog Path, is a completely separated facility designated for the use of bicycles. The facility is separated from the street or highway by a physical space, berm, fence, or other barrier. Sometimes the facility is designed for the exclusive use of bicycles, but more often it is shared with pedestrians.

A bicycle lane is a Class II facility. Class II facilities consist of a four-foot lane flowing in the same direction as traffic. The lanes lie between the curb and the motor vehicle lane, or between the parking and the motor vehicle lane. It is an on-street facility with signs, striped lane markings, and pavement legends. And finally, a Class III facility is a signed route recommended for bicyclists, where bicyclists and motor vehicles share the roadway. Class III facilities are less expensive than Class I or II facilities because right-of-way does not need to be acquired. See Appendix H.

Bicycle Survey Results

Two types of bicycle surveys were conducted, a field review and a questionnaire. The results of both surveys are presented below.

Existing Bicycle Facilities/Bicycle Field Review

The bicycle field review was conducted by members of the Technical Advisory Committee. One review was during a bicycle ride through the City of Stockton and the others by vehicle. A summary of the bicycle ride is found in Appendix B. Figure 1 shows the existing Class I, II, and III facilities in the City of Stockton⁹. As can be seen, the current system is discontinuous and incomplete.

Bicycle paths in the City of Stockton are located along:

- The north side of the Calaveras River extending from I-5 to west of West Lane,
- Portions of the East Bay Utility Municipal District (EBMUD) between Feather River Drive to Pershing Avenue, west of Pacific Avenue, and east of West Lane. At present, it is incomplete and most of the gaps will be filled in using funds from recently approved ISTEA funds,
- Brookside Drive through the Grupe Development,
- March Lane between Brookside Road and Buckley Cove Park,
- Burke Bradley Road between Pershing Avenue and Pacific Avenue/Frontage Road,
- Ishi Goto Street between Lloyd Thayer to Manthey Road, and
- Lloyd Thayer between north of Carolyn Weston Boulevard to Ishi Goto Street.
- McLeod Lake, on both north and south shores from west of Center Street to western termination point of the Park.

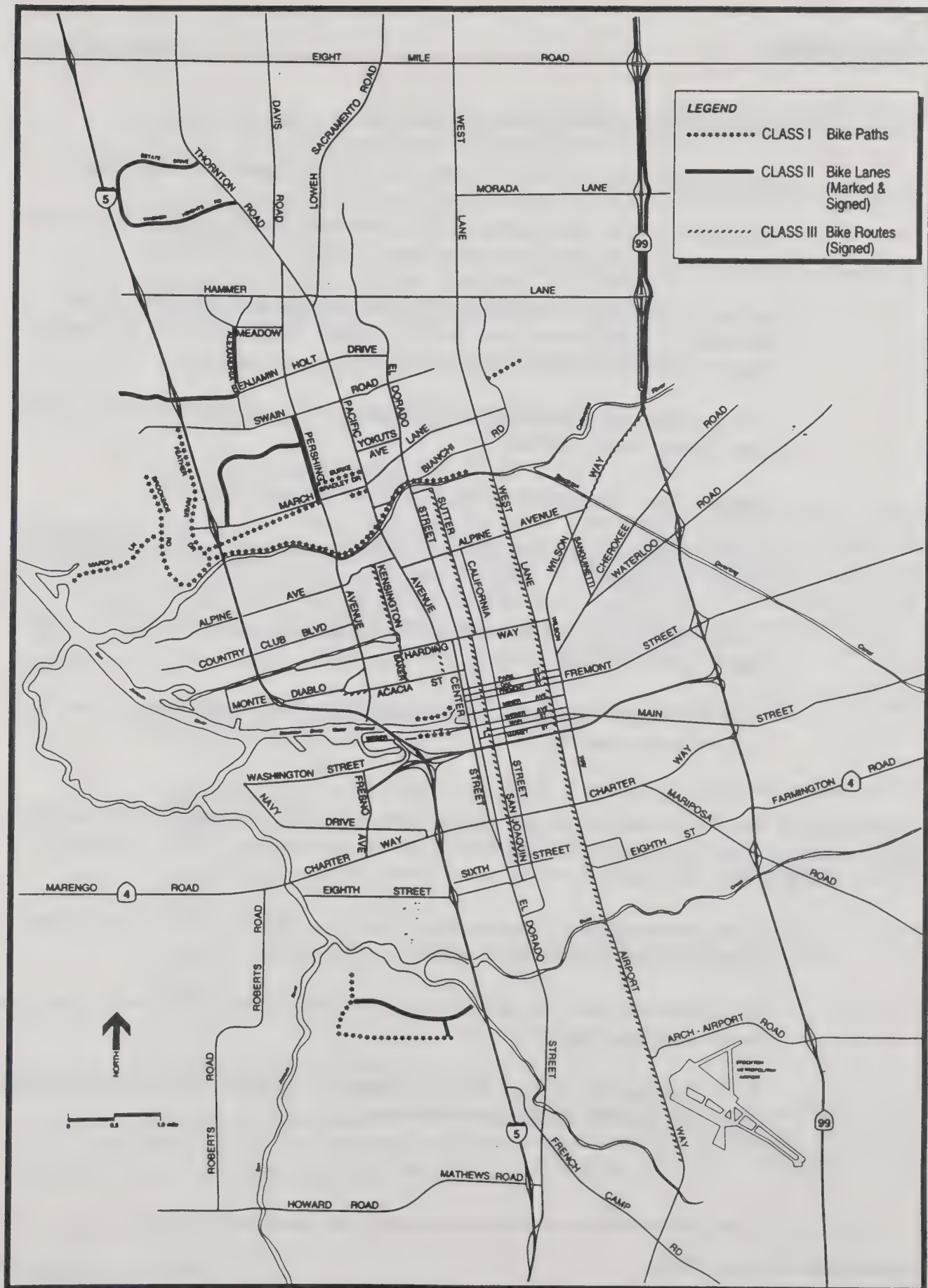


Figure 1

CITY OF STOCKTON
EXISTING BIKEWAYS
1994

Bicycle lanes are provided on the following roadways:

- SR 99 Frontage Road from north of Eight-Mile Road to Wilson Way.
- Alexandria Place from Benjamin Holt Drive to Lincoln Road. The bicycle lane on the east side of the road stops before Lincoln Road.
- Benjamin Holt Drive from Plymouth Road to west of Cumberland Place on the north side of the road and from Plymouth Road to east of Cumberland Place on the south side of the street.
- Cumberland Place from Benjamin Holt Drive to Mill Springs Drive on the east side of the street only.
- Feather River Drive from Brookside Road to Swain Road.
- Quail Lakes Drive for its entire length except for one portion on the north side of the street.
- Carolyn Weston Boulevard and McDougald Boulevard through the Weston Ranch Development.
- Wagner Heights Road/Estates Drive between Thornton Avenue north and Don Meadow Avenue.

Although the bicycle routes shown in Figure 1 are indicated by signing in some areas of the City of Stockton, signing is intermittent and often missing. Bike route signs are found in the following locations:

- At the intersection of Kensington Way and Alpine Avenue, indicating a bicycle route on Kensington Way.
- At the intersection of Sutter Street and Alpine Avenue, indicating a bicycle route on Sutter Street.
- At the intersection of San Joaquin Street and Wyandotte Street, indicating a bicycle route on San Joaquin Street.

- At the intersection of Pershing Avenue and Picardy Drive, indicating a bicycle route on Picardy Drive/Monte Diablo Avenue.
- At the intersection of Madison Street and Acacia Street, indicating a bicycle route on Madison Street.
- At the intersection of San Joaquin Street and Acacia Street, indicating a bicycle route on San Joaquin Street.
- On Baker Street, one southbound bicycle route sign.
- On Airport Way south of the Calaveras River.
- On Wilson Way between SR 99 and Alpine Avenue.

Funding for the \$17.6 million of transportation improvement projects has been programmed by the San Joaquin Council of Governments from federal monies available under the Intermodal Surface Transportation Efficiency Act (ISTEA), through the Surface Transportation Program (STP), and the Congestion Mitigation and Air Quality (CMAQ) portions of the act. Bicycle projects in the City of Stockton that are included in the \$17.6 million of STP and CMAQ monies already programmed include:

- El Dorado Street rehabilitation, Charter Way to South City Limits, with Class II Bike Lane.
- Filbert Street reconstruction, Roosevelt Street to Waterloo Road, with Class II Bike Lane.
- Main Street rehabilitation, Locust Street to SR 99, with Class III Bike Route.
- French Camp Road (County), SR 99 to Union Road, with Class II Bike Lane.

Summary of Bicycle Questionnaire

A questionnaire was developed to learn more about bicycle ridership and bicycling needs in the City of Stockton. The questionnaire was distributed through the City of Stockton to public libraries, community centers, the Safe Stockton Program, and After School

Programs. Additional questionnaires were distributed to local bicycle shops, schools, and Stockton Bicycle Club members and was published in a local newspaper, *Connections*. A copy of the questionnaire and a summary of responses by question is found in Appendix C.

One hundred and thirty seven (137) completed questionnaire forms were received. Of the 137 surveys, 20 percent were received from the bicycle shops, 7 percent from the newspaper *Connections*, and 2 percent from schools. The majority were received from City of Stockton program distribution (42 percent) and the Stockton Bicycle Club (29 percent). Over half of the respondents were between the ages of 26 and 55 and nearly three-quarters were male.

Highlights of the survey responses are provided below:

A. Most respondents work in North Stockton.

Most of the respondents worked north of Charter Way primarily between I-5 and El Dorado Street on the east and west and Hammer Lane and Market Street on the north and south. A smaller portion (8) worked near Wilson Way between Alpine Avenue and Main Street. Five worked on or near Charter Way.

B. Most respondents live in North Stockton.

Similar patterns were observed for where respondents lived. The majority lived between west of I-5 and El Dorado Street on the east and west and Hammer Lane and Acacia Street on the north and south. A few (7) lived on Charter Way, Main Street, Fremont Street, Cherokee Road, Wilson Way or Mathews Road. The remainder (5) lived north of Hammer Lane.

C. Major commute streets identified by the respondents are Pacific Avenue, Pershing Avenue, Alpine Avenue, El Dorado Street, Hammer Lane, and March Lane.

Major streets used to commute to work include: Pacific Avenue and Pershing Avenue (mentioned more than 20 times); Alpine Avenue, El Dorado Street, Hammer Lane, and March Lane (commented ten to nineteen times); Airport Way, Benjamin Holt Drive, Brookside Road, Charter Way, Fremont Street, Harding Avenue, and the Calaveras Bike and Jog Trail (mentioned five to nine times). Approximately 60 additional streets were named less than five times.

- D. *Major recreational streets identified by the respondents are March Lane, Thornton Road, Eight-Mile Road, Benjamin Holt Drive, Davis Road, Hammer Lane, and Pershing Avenue.*

Major streets used for recreational bicycle routes were slightly different. Streets with 20 or more mentions include March Lane and Thornton Road. Ten to nineteen mentions include Eight-Mile Road, Benjamin Holt Drive, Davis Road, Hammer Lane, and Pershing Avenue. Five to nine mentions include SR 99 Frontage Road, the Calaveras Bike and Jog Trail, Brookside Road, El Dorado Street, Feather River Drive, Pacific Avenue, Quail Lakes Road, Swain Road, and West Lane. Over 70 additional streets were named less than five times.

- E. *Bicycle riding is a regular part of respondents' commute or recreational transportation.*

In a mail-out survey, the question was asked--whether bicycle riding was a regular part of their commute or recreational transportation. In response, results indicated that in the week before the survey, forty-seven percent (47%) of the respondents rode their bicycles 4 or more times. Eight percent (8%) rode not at all, fifteen percent (15%) rode one to two times, and fifteen percent (15%) rode 3 times. In a follow-up phone survey, results indicated that in the week after the mail-out survey, seventeen percent (17%) rode 4 times a week, while fifteen percent (15%) rode 5 times and thirty percent (30%) rode 6 times or more.

- F. *Most frequent trip purpose: exercise or recreation.*

The purpose of the trip varied with the highest frequency of trip purpose being for exercise or recreation. The next highest category are those respondents who use their bicycles to commute to work. Table 1 below summarizes the percentage of respondents using or not using a bicycle for a particular trip purpose. The questionnaire asked respondents "Of the bicycle trips reported above, how many were for work, shopping, school, visiting friends, recreation, exercise or other?"

TABLE 1
PERCENTAGE OF RESPONDENTS USING THEIR BICYCLES BY TRIP PURPOSE

<u>Trip Purpose</u>	<u>Percent Using Bicycle</u>	<u>Percent Not Using Bicycle</u>	<u>Total Percent</u>
Work	44	56	100
Shopping	21	79	100
School	20	80	100
Visiting	22	78	100
Recreation	47	53	100
Exercise	65	35	100
Other	14	86	100

G. Majority of respondents support bicycle licensing fee.

Respondents were asked about funding programs for bicycle facilities. Asked if they were willing to pay a bicycle licensing fee, six percent did not respond. Seventy-eight percent would be willing to pay a fee and the remainder were not.

H. Other means of financing bicycle facilities supported by respondents:

Asked to describe any means of financing a bicycle program, the most frequently mentioned methods of financing, excluding a bicycle licensing fee, were:

- Various methods of using existing tax bases. Sources were not mentioned specifically by name. Taxing mechanisms included using funds from the gas tax (16 mentions), bicycle and accessory tax (8 mentions), sales tax (4 mentions), additional property tax (3 mentions), and city tax (3 mentions).
- Better use of existing, and specific funding sources such as the Federal Highway funds/State of California/City of Stockton funds (8 mentions), Measure K (8 mentions), ISTEA (2 mentions), street improvement/maintenance (5 mentions), Proposition 116 (1 mention, however, no further money is available from this funding source), and additional charges on new development (7 mentions).
- Creating funding sources through fundraising techniques such as bicycle tours/races/events (11 mentions), general donations (3 mentions),

corporate sponsorships (4 mentions), bicycle commuter (1 mention), and selling bicycles confiscated by the police department (1 mention).

- Miscellaneous methods including collecting Department of Motor Vehicle fees on auto registration, auto violations, and bicycle violations; giving pollution credits; charging additional parking fees at Buckley Cove, Parks, and City parking structures; and collecting tolls on the Calaveras bike trail.

Major hindrances to bicycle riding in the City of Stockton were also described. The responses are summarized below.

- Lack of bikeway facilities in the City of Stockton (33 mentions)
- Safety (e.g., increasing traffic, speeding automobiles, reckless driving, danger of being hit by an automobile, automobiles driving in bicycle lanes, dangerous to be so close to traffic, roads too narrow, narrow shoulders, no traffic enforcement, automobilists trying to hit or frighten bicyclists, dogs, no safe place to ride) (79 mentions)
- Street conditions are poor (bicyclists can not be detected by traffic signals, streets are full of debris, no handicapped curb cuts, more crossings of Calaveras needed, bridges are too narrow, not enough crosswalks) (26 mentions)
- Lack of bicycle amenities (5 mentions)
- Parked vehicles (3 mentions)
- Lack of automobile driver awareness and consideration of bicyclists and lack of educational programs for auto drivers on how to share the road (16 mentions)
- Lack of educational programs for bicyclists (7 mentions)
- Fear of personal safety because Stockton is unsafe (2 mentions)
- Automobile exhaust (1 mention)
- Indifferent elected officials (1 mention)

In general, the bicycle community in Stockton has concerns for lack of bicycle facilities, lack of consistent maintenance programs of existing streets, and safety.

Bicycle Attractor Map

Figure 2 shows the existing and future parks, recreational areas, and schools throughout the City of Stockton. Figure 3 shows the general location of industrial and commercial centers in the City of Stockton. These key attractors were identified based on the City of Stockton General Plan¹⁰, the survey results, and information provided by the Technical Advisory Committee. The attractors identified in Figure 2 will serve as key destination points for recreation and school trips. Major employment centers will serve as attractors for commuter trips and commercial hubs could also serve as attractors.

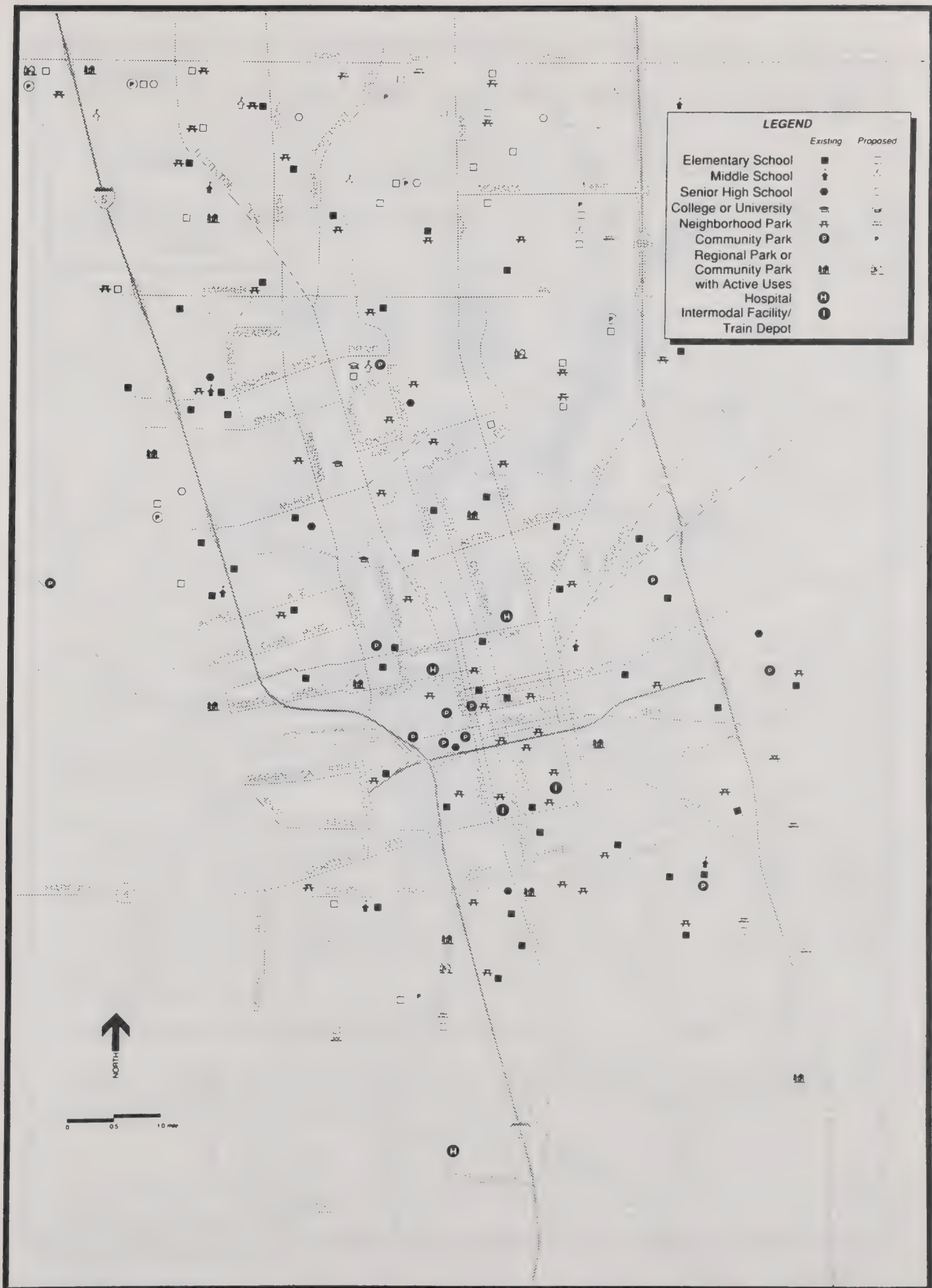
The major employment corridors are located along Arch Road/Sperry Way and Airport Way, I-5 between the Stockton Deep Water Channel and Charter Way, the Diverting Canal between Wilson Way and the Southern Pacific Railroad, Union Street between Charter Way and Alpine Avenue, and downtown Stockton. Commercial corridors are found along SR 99, Main Street, Mariposa Road, Wilson Way, Fremont Street, El Dorado Street, Pacific Avenue, March Lane, Waterloo Road, and major intersections on Hammer Lane.

Park and Ride lots also have the potential to attract bicyclists. The San Joaquin County Council of Governments¹¹ recommends park and ride lots outside of the already congested central business district. The existing and proposed lots include:

- Hammer Lane/SR 99 interchange
- Eight Mile Road/I-5 interchange
- Hammer Lane/I-5 interchange
- Benjamin Holt Drive/I-5 interchange
- I-5/French Camp Road
- Arch Road/SR 99 interchange

Cost Estimate Assumptions

Construction and maintenance costs were estimated for each of the bikeway improvements developed for the proposed bikeway plan. Costs were estimated on a per mile basis by facility type (e.g., Class I, Class II, Class III) and unit cost assumptions were based on *The 2010 Sacramento City/County Bikeway Master Plan*¹² for Class II and III facilities and the *1992 Contract Cost Data*¹³ published by Caltrans for Class I facilities. Costs were further modified to reflect conditions in the City of Stockton. The estimated capital and maintenance costs per mile of bicycle facility are shown in Table 2.



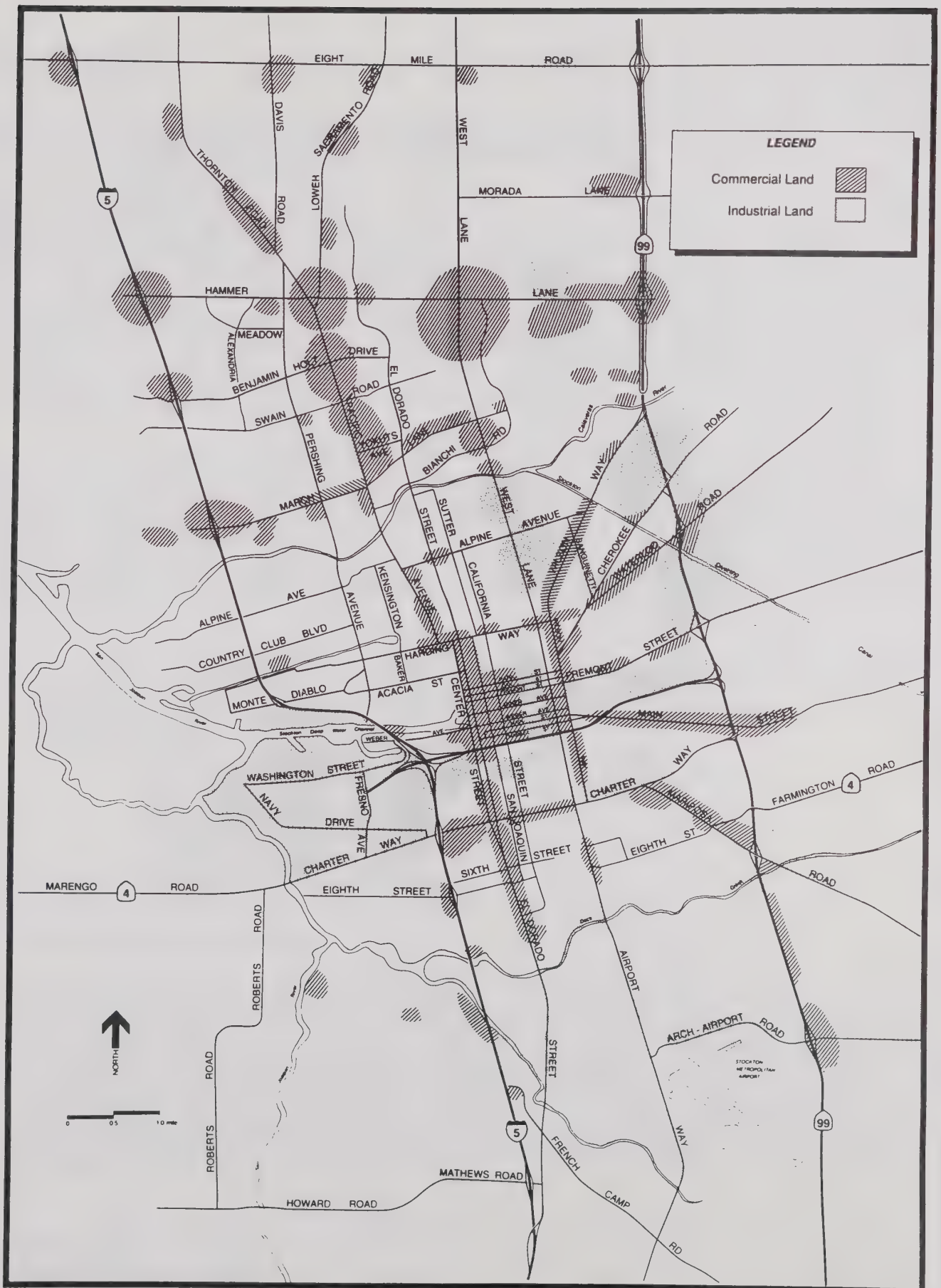


Figure 3

Table 2
Estimated Bikeway Capital and Maintenance Costs

Facility	Capital Costs (per mile)	Maintenance Costs (per mile per year)
Class I - Bike Path (12-ft path) ^{1,2}	\$81,000	\$6,500
Class I - Bike Path (8-ft path) ^{1,2}	\$59,900	\$6,500
Class II - Bike Lane ²	2-Lane \$13,300 4-Lane \$18,200	\$3,200 \$5,300
Class III - Bike Route ²	\$1,500	\$600
Sources: (1) Caltrans, <i>1992 Contract Cost Data</i> , 1992. (2) Bicycle Task Force, <i>The 2010 Sacramento City/County Bikeway Master Plan</i> , Volume I, August 1991. Draft Report.		

The cost assumptions do not include costs for real estate, fencing, structures, and landscaping because of the variability of these costs. Class II costs specifically do not include the removal of obstructions, pavement repairs/patching, or pavement widening to accommodate bike lane installation. Current City of Stockton standards will require sufficient right-of-way on all new facilities and no costs for widenings were assumed on existing facilities.

The bikeway maintenance costs assume a program that includes items such as frequent sweeping, elimination of roadway obstacles and surface irregularities, repairing edge break-up and damaged curb and gutter, mowing of adjacent areas, fall leaf removal, pavement slurry sealing, asphalt concrete overlays, trimming roadside plantings, herbicide treatments, drainage improvements, and fence repair. All cost calculations and assumptions are found in Appendix D and costs by project improvement are found in Appendix E.

Methodology for Ranking Bikeway Improvements

In order to select the most feasible bikeway improvements for implementation, each improvement was rated (low, medium, or high) and ranked based on three criteria:

- Potential to connect existing routes and correct existing deficiencies, including safety and access issues (E)
- Ability to serve existing attractors including employment, retail, and recreational attractors (A)
- Public support (P)

Each project was reviewed and rated low, medium, high, or very high with a P, A, and E in the appropriate columns shown on the table found in Appendix F. The projects that rate "Very High" on all three criteria are then reviewed using established criteria to determine the availability of funding.

The criteria for the second level screening should include:

- Project Readiness
 - Environmental Review
 - Design
 - Right-of-way Requirements
- Cost Effectiveness/Reasonable Cost
- Potential to Receive Local, State or Federal Funding

A project evaluation sheet can then be prepared for each of the selected projects. Projects that score "Very High" in the second tier screening could then be rated using the appropriate evaluation forms for a particular funding source. For this study, only the last criteria, the potential to receive local, state or federal funding was applied.

3. RECOMMENDED BIKEWAY PLAN

This section describes the recommended Bikeway Plan and the associated projects. Costs are estimated and documented by project. Finally, general policies that should be implemented to help promote and encourage bicycling in the City of Stockton are presented.

The Bikeway Plan and Improvement Costs

Figure 4 shows the Bikeway Plan and is based on information provided in the:

- Bicycle questionnaire,
- Bicycle field review,
- Existing and future attractors,
- City of Stockton Arterial Streets Improvement Project Alternatives Analysis¹⁴, and
- 1980 Bicycleway Plan¹⁵.

This plan recommends that Class I and Class II facilities be implemented whenever possible. Where this is not feasible and it is shown to be safe, a Class III facility should be designated. Major east-west and north-south routes were identified where higher volumes of cyclists could be filtered onto residential streets or the downtown grid system allowing flexibility in choice of route. Schools and parks and other attractors in residential areas were not served by formal bikeway facilities because local residential streets adequately accommodate bicyclists.

In some instances, Class I and Class II facilities could not be accommodated because of right-of-way constraints. This particularly affected the ability to serve the City end to end with a continuous north-south bicycle way using Class I or Class II facilities. Because of this, and if changes in current policy allows, the City of Stockton should seek to accommodate Class I and Class II facilities in the future through right-of-way acquisition and parking removal.

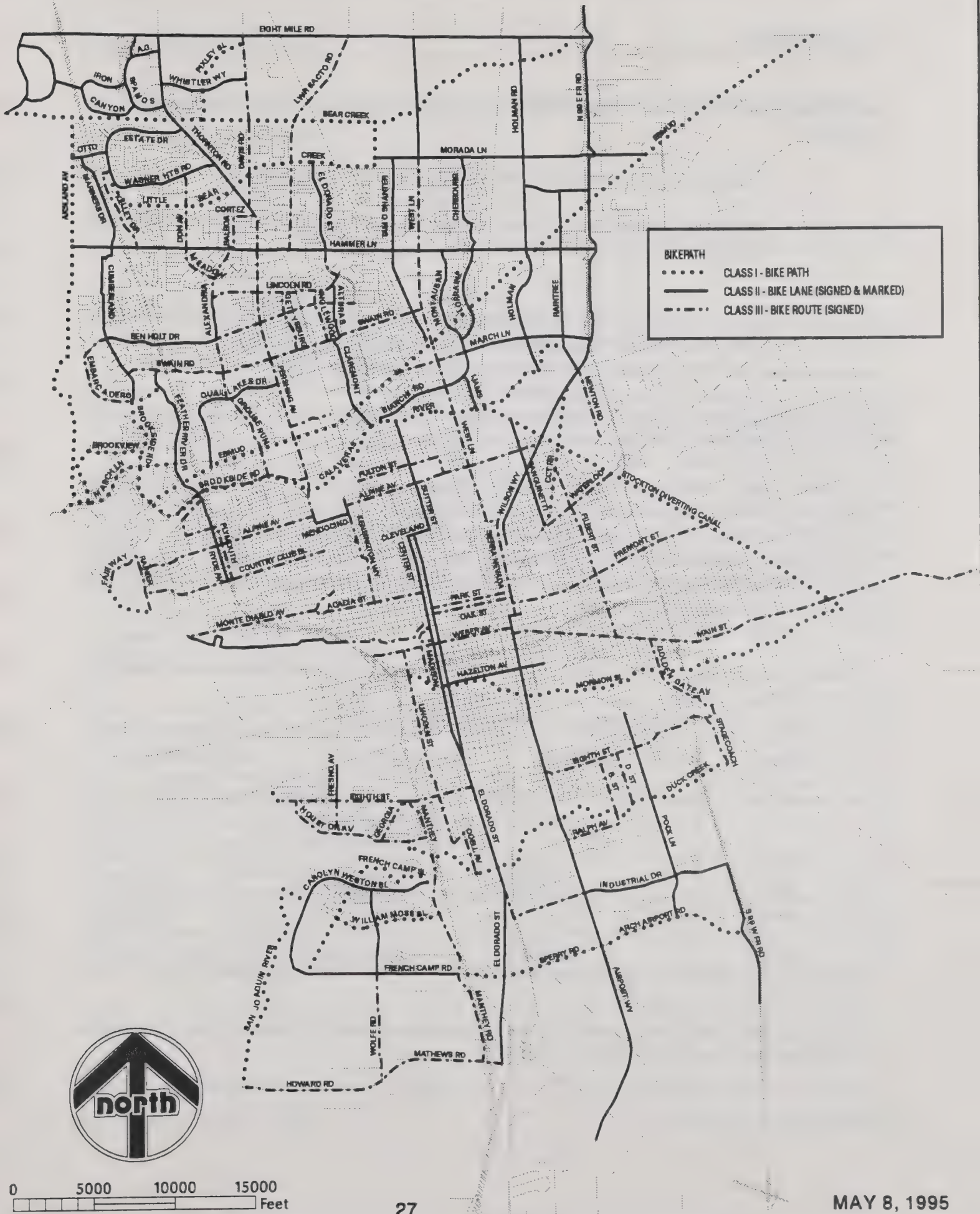
A total of 236 miles of Class I, Class II, and Class III facilities are recommended, which is an increase of 65 miles over the 1980 Plan. This would result in 66 miles of Class I Bicycle Paths, 92 miles of Class II Bicycle Lanes, and 78 miles of Class III Bicycle Routes at full build-out of the plan. This compares to 44 miles of Class I Bicycle Paths, 35 miles of Class II Bicycle Lanes, and 92 miles of Class III Bicycle Routes recommended in the 1980 Bicycle Plan.

The recommended Bikeway Plan calls for eight Class I east-west facilities as shown in Figure 4. The Bikeway Plan does not recommend a Class I north-south facility because of existing right-of-way constraints and associated costs of acquiring right-of-way. Additional Class I facilities should be considered on shared right-of-way with the Union Pacific Railroad. Similar agreements for shared right-of-way between rail companies and cities have been reached in the City of Chico. This option should be pursued in the future. However, before any bicycle facility is recommended on the railroad right-of-way, corridor width, type of rail service and existing and future train speeds should be reviewed.

Bike lanes are suggested on portions of El Dorado Street, Brookside Road, Feather River Drive, Tam O'Shanter, Burgundy Drive/Loraine Road, Montauban Drive, Wagner Heights Road, Kelley Drive, Hammer Lane, Morada Lane, and Eight Mile Road. The primary north-south routes are accommodated through a combination of Class II and Class III facilities on the following routes:

- Airport Way/Miner Avenue/Sierra Nevada Street/University Avenue/West Lane
- El Dorado Street/Cleveland Street/Sutter Street/Calaveras Bike and Jog Trail/Claremont Avenue/Robinhood Drive/Nottingham Drive/Swain Road/Alturas Road/Lincoln Road/El Dorado Street

CITY OF STOCKTON ADOPTED BIKEWAY PLAN



Additional north-south connections between Eight-Mile Road and downtown Stockton are found on:

- Thornton Road/Pershing Avenue/Mendocino Avenue/Kensington Way
- Askland Drive/March Lane/Ryde Avenue-Plymouth Road¹/Country Club Boulevard.

Table 3 shows the bicycle costs by classification for the recommended Bicycle Plan. The cross sections shown for bikeway design as developed in the 1980 Bicycle Plan¹⁶ are assumed for the updated plan and should conform to Caltrans Standards¹⁷. In Appendix E Tables E-1 through E-3 show the capital costs and Tables E-4 through E-6 show the maintenance costs by bikeway project. Appendix E also defines the projects in terms of limits and provides estimates of length.

The total cost of the proposed Bikeway Plan is estimated to be approximately \$10,698,450 without structures and \$11,498,450 with structures. This is \$10,058,600 for Class I facilities, \$1,321,600 for Class II facilities, and \$118,250 for Class III facilities. Maintenance costs would be \$1,173,150 per year. The estimates for construction do not assume any costs for real estate. Most of the Class II facilities will require additional right-of-way or parking removal.

Table 3 Facility Cost By Classification			
Class	Length (Miles)	Capital Cost	Maintenance Cost
I	66.0	\$10,058,600 (includes 10 bridges)	\$713,600
II	92.0	1,321,600	413,950
III	78.0	118,250	45,600
Total	236.0	\$11,498,450	\$1,173,150

¹ Plymouth Road should be an interim Class III Bike Route (signed) until the Calaveras Bridge is constructed and Ryde Avenue (Class II) becomes a two-way facility.

Ten bicycle/pedestrian waterway crossings were assumed in the total costs. Some of those crossings include:

- Cumberland Place at Five Mile Slough
- Morada Lane at Little Bear Creek
- Pixley Slough at Bear Creek
- Calaveras River near Feather River Drive (included in the Arterial Street Improvements¹⁸)
- Calaveras River at Sutter Street
- Stockton Diverting Channel at Ijamas Road
- California Central Railroad at Stockton Diverting Channel
- Arch-Airport Road/Sperry Road

A Class I facility is recommended on Arch-Airport/Sperry Road between Highway 99 and Interstate 5 and a Class II facility is recommended on Eight Mile Road between Highway 99 to west of Interstate 5. Bicycle facilities are not currently included in the Arch-Airport Road/Sperry Road proposed alignment. If the proposed alignment is not modified to include right-of-way for a Class I facility, then a Class III facility would be proposed. A bicycle facility should be considered in the adoption of the Arch-Airport Road/Sperry Road Plan. Eight Mile Road is proposed to be an 8-lane facility as described in the Eight Mile Road Specific Plan adopted by San Joaquin County and the City of Stockton. It assumes no bicycle facilities at full build-out of the Plan. When Eight Mile Road is widened to 8 lanes, additional right-of-way would be required to maintain Class II facilities or the facility will need to convert to Class III.

This Bikeway Plan will be used as input into the County of San Joaquin's bicycle planning efforts to design a regional system. Routes of regional significance include:

- West Lane/Airport Way
- El Dorado Street/Sutter Street/El Dorado Street
- Arch-Airport Road/Sperry Road
- Duck Creek
- Calaveras River Bike and Jog Path
- EBMUD/Mokelumne Aqueduct facility
- Hammer Lane
- Bear Creek
- Eight-Mile Road

Suggested Policies

The recommendations derived from the Bicycle Safety Program Update formed the basis for the proposed Bikeway Plan for the City of Stockton. Consideration should be given to adopting the proposed Bikeway Plan as an Bicycle Facilities Master Plan per the City of Stockton's 1990 General Plan. This enabling policy would allow for the implementation of bicycle lanes through street cross-sections for new road construction. Off-street bicycle paths will also then be defined and right-of-way can be preserved in new development areas. The implementation of the plan would potentially require acquiring additional right-of-way for Class I facilities, removing on-street parking (noted in Appendix E), providing bicycle amenities, and developing bicycle awareness programs for both motorists and bicyclists.

In order to facilitate bicycle safety and awareness in the City of Stockton, several programs and policies should be adopted. The following describe programs and policies for promoting bicycling in the City of Stockton.

- Programs of enforcement, parking and amenities, education, maintenance, and parking should be defined and implemented.
- Major problem areas of enforcement include violations of traffic rules, bicycle theft, and vandalism. Increased security and adequate safety training programs for bicyclists and police are recommended. Also recommended is a bicycle registration program. The City of Stockton has implemented an "Adopt-A-Park or Bicycle Path Program". The University of the Pacific was recently awarded the first segment.
- Safe sharing of the roadway between bicyclists and motorists can be achieved through educational programs. Young children, school age children, adult cyclists, and motorists should be targeted. Also working with bicycle groups such as the Stockton Bicycle Club and The San Joaquin Bicycle Council would also help promote bicycle safety and awareness.
- Programs that encourage bicycle usage should be promoted. These include improved and expanded bikeways, improved shower and locker facilities, improved bicycle storage facilities, promotional/informational programs, intermodal transit links/facilities. Providing secure and convenient bicycle parking is a major factor in encouraging the use of bicycles. The San Joaquin Regional Transit District has recently installed

four bicycle lockers along the Calaveras Bike and Jog Trail. Employment centers, retail centers, transit hubs, and park and ride lots should all provide amenities to promote bicycle usage. A clear policy should be developed to accommodate bicycle use with intermodal travel.

- Maintenance of facilities such as street sweeping is very important in promoting bicycle usage. The estimated costs include funding for maintenance of facilities for this reason.
- Develop clear City policies for corridors where bicycle and pedestrian traffic may be forced to use the same right-of-way. For example, along some busy streets, bicyclists may prefer to attempt to ride on the sidewalk. This is not appropriate in all corridors, but clear guidelines should be developed to explain City policy to the public that the purpose of the policy is to keep bicyclists and pedestrians separated. These guidelines could then be included in all educational and promotional materials.
- When designing and implementing bicycle facilities clear and direct access between types of facilities and at intersections should be maintained. This would include providing smooth access across railroad tracks and between the on-street and off-street facilities.
- In the area of the Stockton Channel vicinity, it should be clarified that this vicinity continues to reflect the concept of having a bike path in and around the channel's vicinity. However, the proposed bike path should also reflect and honor the existing Use Permit/tentative map conditions that are in turn reflective of prior Planning Commission and/or City Council Actions. These conditions should be used as determinants in the actual alignment of the bike path in the Channel vicinity during its implementation stage. Exhibit 11 which will become Figure 5 of the Bikeway Plan provides an illustrative example of how this path could be accommodated considering these approved projects.
- In regard to currently undeveloped or potentially redevelopable sites and their ultimate land use in the vicinity of the Stockton Channel, it should be clarified that due to the potential conflict between water-oriented industrial and service uses and the waterfront location of a bike trail in the vicinity of those uses, bicyclists may be subject to potentially hazardous situations. In the vicinity of these cases, the implementation of the trail's ultimate alignment should minimize the bicyclist's exposure to the hazards of these adjacent uses by simply being routed around such uses.

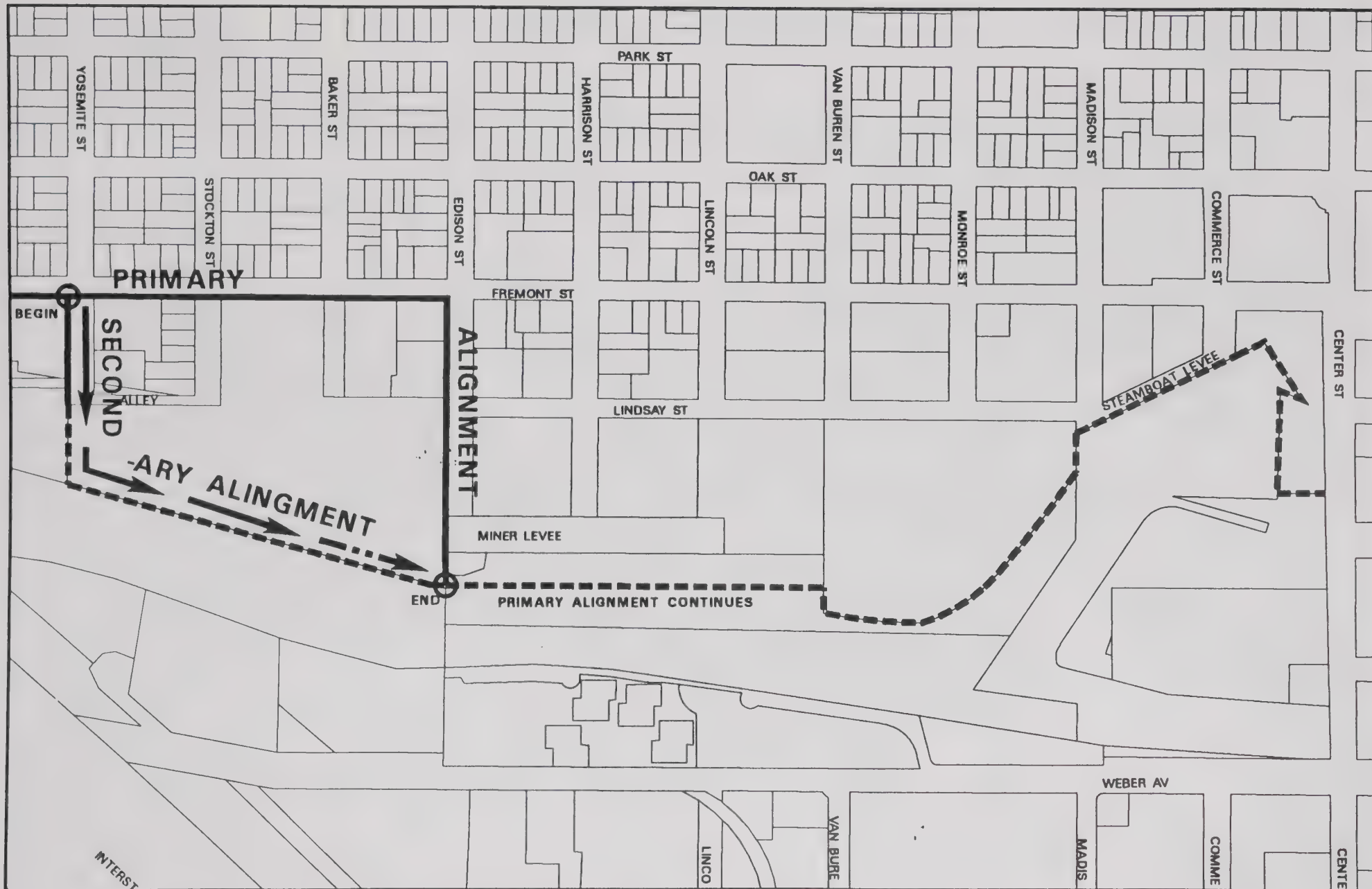


CHANNEL VICINITY MAP

FIGURE 5

LEGEND

- CLASS I BIKE PATH
- CLASS II BIKE LANE



CHANNEL VICINITY MAP

FIGURE 5(CONTINUED)

LEGEND

- CLASS I BIKE PATH
- CLASS II BIKE LANE

- The City of Stockton should seek to improve and increase access to existing bicycle paths whenever possible. The Bikeway Plan should be updated on a three to five year schedule to monitor the implementation of new projects and to identify additional priority projects.
- As demand for bicycling grows, strategies for accommodating bicycles on city streets such as removing parking during commute hours should be considered.
- When designing new or modifying existing bridge structures, access for bicycles in the form of a Class I or Class II facilities wherever feasible should be provided.

4. FUNDING SOURCES

Funding Sources

This section discusses the various sources of bikeway improvement financing. These sources have been organized into three groups: road associated sources, park associated sources, and general sources. The following discussion covers how each financing mechanism works and, if applicable, how each financing mechanism has been used historically in Stockton.

Road/Congestion Relief Associated Sources

Intermodal Surface Transportation Efficiency Act (ISTEA). Adopted by Congress in 1991, the ISTEA provides funding for many different types of transportation improvements throughout the United States. Bikeway improvements are eligible for some of ISTEA's component programs. The City of Stockton has applied for ISTEA funding for certain bikeway improvements. The major programs under which bikeways may be constructed include the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Transportation Enhancement Activities Program (TEA). The first two programs have funds allocated on competitive and formula basis by the an Joaquin Council of Governments biennially. The STP also has bicycle moneys meted out at the state level, through TEA, and moneys allocated at the local (countywide) level.

The local STP program funds have been allocated through fiscal year 1994/95. Beginning in 1995/96, there is projected to be \$3.9 million available. By SJCOG policy, moneys are allocated 60 percent to local roadways and 40 percent on a County-wide competitive basis. The last cycle of funding included a roadway/Class II bikeway package that was very competitive within the region. Overall, local STP funds may be a good source of bikeway funding; however, total funding will be limited.

The CMAQ program is more directly related to the bikeway-type projects; however, funds from this program may be more difficult to obtain. On an annual basis the CMAQ program is allocated approximately \$2.3 million. As with the STP, funds have been programmed through 1994/95. For a project to be eligible for CMAQ funding there must be a demonstrated air quality benefit. In the initial round of funding eight projects were programmed, with only one being fully funded. These projects included the Tidewater Class I bikeway in Manteca. However, future projects coming on line as well as the need for funding the remainder of seven of the already programmed projects will make the CMAQ program extremely competitive.

Measure K. San Joaquin County voters approved Measure K to fund transportation projects through a 1/2 cent sales tax increase. The Stockton Parks and Recreation Department has been awarded Measure K funding for the extension of the Calaveras River Bikeway. The current (1993) Measure K call for bicycle projects can fund up to \$240,000 for bicycle facilities. Beginning in the fall of 1994, a 10-year Capital Improvement Program will list projects and their prioritization will be contained in the forthcoming San Joaquin Regional Bicycle Plan, being prepared jointly by COG and the San Joaquin County Department of Public Works.

Road Fees. The City of Stockton charges a development impact fee for roadway improvements on new development. A portion of these funds can be used for Class II and III bikeway improvements.

A.B. 2766. Vehicle registration fees in the San Joaquin Valley Unified Air Pollution Control District include \$4.00 per year to mitigate poor air quality in the air basin. These funds are converted into programs for transit, bikeways, alternative fuels, public awareness campaigns, ride share, etc. The 1993 funding was \$3.6 million, with bikeways garnering approximately 10 percent of these funds. Revenues will increase with population and the uniform application of the registration fee in all eight counties. Funds are distributed on a competitive grant application basis.

Transportation Enhancement (TEA). Amounting to nearly \$240 million to be spend in California, TEA funds are 10% of the statewide STP funds, separate from the local STP funds discussed above. TEA enhancements are defined as projects that go beyond the "normal" transportation project. One of the four broad areas eligible for TEA funding includes pedestrian/bikeway improvements and the acquisition of abandoned right-of-way for the conversion to pedestrian/bike trails. The COG is responsible for ranking TEA projects countywide, but the California Transportation Commission makes final funding decisions. There will be three funding cycles. The San Joaquin County region was allowed to bid up to \$1.5 million in projects in the first funding cycle, and up to \$2.4 million for the second. As a result of first round funding decisions, the CTC approved the City of Stockton's TEA request of \$240,000 for completion of the East Bay Municipal Utility District pedestrian/bike path, parallel to March Lane.

Environmental Enhancement and Mitigation (EEM) Program. Similar to TEA, the EEM offers funding to remedy sites impacted by new or improved transportation facilities. Mitigations can include commuting bicycle facilities. This grant program is managed by the State Resources Agency, although the CTC makes final funding decisions. Its cycle is annual, and is now in its fourth of ten years. Each cycle allocates \$4 million to the Northern California counties, including San Joaquin. The application process is competitive, with a \$500,000 project cap, and is open to governmental or nonprofit entities.

Transportation Development Act - Local Transportation Funds. Stockton also has Local Transportation Funds (LTF) available for bicycle and pedestrian purposes. LTF is derived from 1/4 cent of the State sales tax. These funds are returned to the region by the State. COG then apportions the funds to the cities and county based upon population. Approximately 2% of each areas LTF is set aside for pedestrian and bicycle projects. Often these funds are used to repair sidewalks and install curb-cuts in sidewalks. They have also been used to support bicycle plans and facilities.

Park Associated Sources

Park Development/Quimby Fees. The Quimby Act (Government Code Section 66477) provides that a county or city may, by ordinance, require the dedication of land or impose mitigation fees on residential subdivisions as a means of providing park and recreation facilities to serve the subdivision's expanded population. The City of Stockton currently charges a Park fee which covers both land acquisition and park development. Although Stockton has not used its park development fees to fund bikeway improvements, the park fee program could be modified to include bikeway funding in the future.

Landscaping and Lighting Districts (L&L). The Landscaping and Lighting Act of 1972 permits the installation, maintenance and servicing of landscaping and lighting through annual assessments on real property benefiting from the improvement. The act also permits construction and maintenance of appurtenant features including curbs, gutters, bike paths, walls, sidewalks or paving, and irrigation or drainage facilities. A major advantage of L&Ls is that they can be established on a protest proceedings basis rather than with a 2/3 vote of the registered voters. In addition, the bond issuance costs are lower on L&L assessment bonds than on Mello-Roos CFD bonds.

The City of Stockton has several L&L districts. Although some of these L&L Districts fund bikeway maintenance, Stockton has not yet used L&L Districts to fund bikeway capital costs. However, due to the overall cost of maintaining the proposed bikeway projects, L&L Districts will need to remain in a role of funding bikeway maintenance.

Exactions/Conditions of Approval. New development projects, such as Brookside, have provided Bikeway improvements within their projects. However, this type of financing will only work within new development areas. It cannot provide financing for City-wide bikeway improvements. "Using this method of financing is constrained by court decisions and statutory law requiring a showing by the City that the exaction for bicycle paths is created by the pending development project. The burden of proof rests with the City to demonstrate that the necessary nexus and rough proportionality has been achieved prior to imposing the fee or making the exaction.

Priority projects currently projected to be funded by new development include \$367,000 of Class I facilities and \$164,200 of Class II facilities. Additional non-priority projects are likely to be funded in the future.

Homeowners Associations. Homeowner Associations, such as Brookside, have been a source of bikeway maintenance funds. Institutionally, it would be difficult for homeowner associations to be a general source of capital funds for bikeway improvements.

Other Federal State and Local Grant Programs. Various state and federal grant programs are available on a competitive basis over time. These are generally related to park-related improvements and pedestrian/bike trail improvements. Often times these funds are segregated into road and non-road improvements. In addition, local grants and gifts of land or improvements dollars should also be pursued as they relate to the Class I bikeways.

General Sources

Mello-Roos Community Facilities District (CFD). A Mello-Roos tax or community facilities tax is a charge levied on properties in a district to pay for public facilities that benefit district properties. The legal basis for the charges is the Mello-Roos Community Facilities Act which was added to the California Government Code in 1982. Mello-Roos taxes share many features with assessments. Both involve the formation of a district which contains properties benefiting from the infrastructure project. Levies for both are typically collected with property taxes. The key difference is that the Mello-Roos special tax is defined as a tax under California law and as such requires two-thirds voter approval within the district.

The majority of Mello-Roos districts to date have been formed under a provision which permits district formation by the owners of two-thirds of the land if the district contains less than 12 registered voters. Mello-Roos taxes can be used for a greater range of projects and services than assessments, including open space, schools, and park and fire services. Similar to general obligation bonds, Mello-Roos taxes can be used to

support debt payments on bonds used to finance park acquisition and development and for fire capital requirements. However, unlike general obligation bonds, Mello-Roos special tax revenues can also be used for fire suppression, paramedic services, and maintenance and recreation activities and can also be used on a pay-as-you-go basis.

Assessment Districts. California statutes give local governments the authority to levy a number of special assessments for specific public improvements such as streets, storm drains, sewers, street lights, curbs, gutters, and sidewalks. The agency creates a special assessment district that defines both the area to benefit from the improvements and the properties that will pay for the improvements. Thereafter, each property within the district will be assessed a share of the cost of improvements that is proportional to the benefit it receives from those improvements.

There are a variety of assessment district acts available to finance public facilities. The most likely act to fund these improvements for the Plan Area would be the Improvement Bond Act of 1915 that provides a vehicle for issuing assessment bonds for assessments authorized under the 1911 and 1913 Benefit Assessment Acts.

General Obligation Bonds. The City may issue General Obligation Bonds to fund bike facilities. Because such bonds would be secured by the General Fund, they are considered less risky by the bond market and therefore have significantly lower interest rates and issuance costs. Debt service for the bonds is paid from increased property tax revenues collected from all of the taxable property with the City. The amount of the property tax rate over-ride would depend on the amount of facilities funded and the assessed valuation of the City of Stockton. The property tax over-ride would need to be approved by a 2/3 majority of the registered voters in Stockton.

5. RECOMMENDED IMPLEMENTATION PROJECTS AND FINANCING PLAN

This section presents the recommended bikeway improvements for implementation over the next three to five years based on the ranking of all the projects. Bikeway facility costs are reviewed, a suggested financing strategy for the bikeway plan is presented, and bikeway maintenance financing is considered.

Priority Projects

All bikeway projects in the bikeway plan were ranked by the Technical Advisory Committee according to the criteria described in the Methodology Section and presented below:

- Potential to connect existing routes and correct existing deficiencies, including safety and access issues (E)
- Ability to serve existing attractors including employment, retail, and recreational attractors (A)
- Public support (P)

The project ranking sheets are found in Appendix F. The projects that rated very high on all three criteria are listed below along with the project reference number. Where appropriate, projects are grouped by route. The projects are summarized in Appendix G.

- Calaveras River/Stockton Diverting Canal - I.7
- Walker Slough/Duck Creek (Houston Avenue to Stagecoach Road) - I.21
- El Dorado Street North-South Route includes:
 - El Dorado Street (Fourth Street to Mathews Road - under construction) - II.14
 - El Dorado Street/Center Street (Cleveland Street to Fourth Street) - II.15
 - Cleveland Street (Center Street to Sutter Street) - II.10
 - Sutter Street (Cleveland Street to Calaveras Bike and Jog Path) - II.46
 - Claremont Avenue/Nottingham Drive (Swain Road to the Calaveras Bike and Jog Path) - II.9
 - Alturas Avenue/Glendora Avenue (Lincoln Road to Swain Road) - II.3
 - Lincoln Road (Alturas Avenue to El Dorado Street) - II.28

- Swain Road (Claremont Avenue to Alturas Avenue) - II.47
- El Dorado Street (Lincoln Road to Hammer Lane) - III.23
- El Dorado Street (Bear Creek to Hammer Lane) - II.16
- Eight Mile Road (SR 99 Frontage to West of I-5) - II.12
- Kelley Drive (Wagner Heights to Hammer Lane) - III.41
- March Lane (Feather River Drive to Brookside Road) - II.29
- Mendocino Avenue (Pershing Avenue to Kensington Way) - II.32
- Kensington Way (Mendocino Avenue to Tuxedo Avenue) - III.42
- West Lane
- University Avenue (West Lane to Sierra Nevada Street) - III.72
- Sierra Nevada Street (University Avenue to Hazelton Avenue) - III.66
- West Lane (Morada Lane to University Avenue) - III.75
- Alexandria Place (Hammer Lane to Lincoln Road) - III.2
- Alexandria Place (Benjamin Holt Drive to Quail Lakes Drive) - III.3
- Don/Meadow Avenue (Wagner Heights to Alexandria Place) - III.19
- Swain Road (Cumberland Place to Claremont Avenue) - III.69
- Swain Road (Alturas Avenue to West Lane) - III.70
- Wilson Way (Bradford Street to SR 99 Frontage) - II.54

There are additional projects that will be part of a development area and will be constructed as development occurs. These are:

- Brookside Road - I.4
- Brookview Road - I.5
- Carolyn Weston Boulevard - II.7
- Ishi Goto Street - I.10
- Lloyd Thayer - I.11
- South of Eight Mile Road (west of Interstate 5, north of Bear Creek) - II.13
- North of Hammer Lane (between Holman Road and SR 99) - II.22

- Holman Road - II.24
- Iron Canyon Road - II.27
- Morada Lane - II.35
- Otto Drive - II.36
- Pock Lane - II.40
- Raintree Road - II.42
- Spanos Boulevard - II.45
- West Lane - II.51
- Whistler Way - II.52

These priority projects will be the focus of funding efforts over the next three to five years. The funding strategy, described in the next section, will discuss the most likely funding sources for these priority projects. The cost of priority projects, by phase, are as follows:

<u>Class</u>	<u>Cost</u>
I	\$2,719,900 (includes one bridge)
II	\$792,200
III	<u>\$21,750</u>
Total Priority Projects	\$3,533,850

Financing Strategy

Financing bikeway projects is not easy in this age of limited revenue sources and increasing transportation financing needs. Financing of bikeway facilities should be focused in the following areas:

- State and federal funding sources dedicated for bikeways;
- Local vehicle registration fees dedicated to vehicle emissions reduction projects;
- New development exactions, where bikeways can link projects together to provide a coherent bikeway commuter system;
- Park development fees where new projects are not directly contributing to the overall Class I bikeway facilities.

Capital Facilities

Table 4 shows the overall cost of the bikeway system by class and priority; existing sources of funding for the bikeway facilities, and the remaining amounts to be funded by new revenue sources. Overall, the Class I facilities are the most expensive yet with the least amount of existing funding identified.

Table 5 shows the likely sources of funding for bikeway projects by their potential for funding. Based on this table, the funding strategy for the first priority bikeway projects should be as follows:

1. Include bikeway projects in overall transportation plan and define bike facilities in order to be competitive for widest variety of funding options.
2. Define Class I facilities that could be included in a park development fee or included in traffic fees as auto-alternative transportation travel. The overall City fee program should be reviewed to determine where bikeways can be included in development fees. This would not be an immediate source of revenue, but should be developed for future years.
3. Package bike facilities with local roadway projects in order to maximize competitiveness for regional funding (e.g., STP, CMAQ, EEM).

Table 4²
Stockton Bikeway Plan
Facility Cost and Sources of Existing Funding

Facility Class	Total Cost	5-Year Priority Projects			
		Estimated Cost	Developer Funded Projects	Local/Federal Funding	Remaining Priority Projects
I	\$10,058,600	\$2,719,900	\$1,495,200	\$0	\$1,224,700
II	1,321,600	792,200	401,500	(12,600)	378,100
III	118,250	21,750	0	(2,600)	19,150
Totals	\$11,498,450	\$3,533,850	\$1,896,700	(\$15,200)	\$1,621,950

²Prepared by Economic and Planning Systems, Inc.

TABLE 5
Stockton Bikeway Plan
Overall Capital Financing Strategy

			Funding Source	Potential Funding (see note below)	Bikeway Class Application	Institutional Issues/Impediments
Potential For Funding	H i g h		• State Environmental Enhancement (EEM)	Variable	All Classes	Used to remedy site impacted by new/improved transportation facilities. Maximum of \$500,000 per application request.
			• Federal Transportation Enhancement (TEA)	\$200,000 to \$300,000/STIP Cycle	All Classes	Based on competitive bid basis on statewide formula allocation of STP funds
			Surface Transportation Program (STP)	\$3.9 Mill. In 1995/96	All Classes	60% for roadway; 40% on a competitive bid process countywide.
			Congestion Management & Air Quality Mitigation (CMAQ)	\$2.3 Mill. In 1995/96	Class II & III	For projects showing direct air quality benefit; cannot be used for roadway capacity. Highly competitive within the County.
			• Local District Measure K	1.3% of \$0.05 Countywide sales tax	All Classes	3-year funding cycle. Bikeways were \$240,000 in the 1993 call for projects.
			TDA Local Transportation Fund	Not determined	All Classes	May be used in limited basis to match state & federal programs. Primary use is to fund transit operations. Bikeways may be funded from 2% bikeway/pedestrian set-aside.
			Development Mitigations/Exactions	\$567,900	Class I & II	Negotiated as a part of a development project. Revenue for priority projects.
	M e d i u m		• State/Local District Motor Vehicle Fees (AB 2766)	\$360,000/yr	All Classes	Estimated amount for bikeways districtwide on competitive basis.
			Development Fees	Not Determined	Class I	Based on nexus of fees to projects.
			Traffic Fees	Not Determined	Class II & III	Based on roadways included in development traffic fees. Fees should include portion for Class II & III bikeway facility.
	L o w		• State and Federal Grant Programs	Variable	Class I & II	Based on state bond issues and federal programs.
			• Local Special Districts (ADs & CFDs)	Not determined	Class I & II	Potential if facilities needed for development mitigation or in lieu of fees.
			Landscape & Lighting District (L&L)	Not determined	Class I	Instituted on a protest-proceeding basis. Most likely needed for maintenance. Revenue estimate based on 1 to 5 cent per gallon tax increase (1993 \$).

Note: Only a portion, if any, of the potential funding could be available for the bikeway facilities. These amounts are meant to show the magnitude of funds potentially available from each source.

4. Consider broad-based funding options for Class I facilities if regional funding sources prove inadequate to fund the priority projects. These could include a citywide L&L District, Mello-Roos CFD, or Assessment District.
5. Bicycle License Program and Fees.
6. Sale of unclaimed bicycles. Policy changes would be necessary to implement.

Operating Costs

The cost of operating the proposed bikeway system is a significant cost to the City on an annual basis. The greatest cost will be incurred for Class I facilities. However, Class II and III facilities also require a great deal of maintenance; specifically as it relates to more frequent street cleaning requirements.

Funding for annual maintenance should not be overlooked when determining the timing and extent of bikeway facilities that are constructed. The options for funding maintenance is more limited than the capital side. However, the following sources can be pursued in providing annual maintenance:

1. Develop citywide L&L to fund street and sign maintenance associated with bikeways.
2. Use existing City sources (e.g., state subventions) to apply to roads with bikeways. This could result in an overall lowering of maintenance on other roadways.
3. Use LTF set-aside for a portion of the street maintenance. However, this limits planning and other LTF funds for pedestrian/bikeways.
4. Identify and implement alternative maintenance programs, such as "Adopt A Bikeway" program and the use of AWP workers.

STUDY PARTICIPANTS

Technical Advisory Committee

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Gary Tsutsumi	City of Stockton, City Traffic Engineer, Dept. of Public Works
Sue Casseday	City of Stockton, City Manager's Office
Kathy Tomura	City of Stockton, Department of Public Works
Gregg Meissner	City of Stockton, Department of Public Works
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CREDITS

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Office of Traffic Safety, the National Highway Traffic Safety Administration, or the Federal Highway Administration.

This Plan was published in cooperation with the State of California, Business, Transportation and Housing Agency, Office of Traffic Safety, the U.S. Department of Transportation, National Highway Administration, and the City of Stockton.

ENDNOTES

1. DKS Associates, *City of Stockton Arterial Streets Improvement Project Alternatives Analysis*, November 1992.
2. TJKM Transportation Consultants, *Bicycleway Plan*, August 1980.
3. Ibid., August 1980.
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13. Caltrans, 1992 Contract Cost Data: *A Summary of Cost By Items for Highway Contracts*, 1992.
14. Ibid., November 1992.
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17. California Department of Transportation, Bikeway Planning and Design, July 1990.
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APPENDIX A

Traffic Safety Program and Bicycle Safety Program Update

This document is on file and can be viewed in its entirety at the

**Public Works Department
425 N. El Dorado Street
Stockton, CA 95202**

or at

**Community Development Department
345 N. El Dorado Street
Stockton, CA 95202**

APPENDIX B
Summary of March 20, 1993 Bicycle Field Review
and Response to Comments

This is a detailed street map of the Fresno, California area. The map shows a grid of streets and major highways. Key features include:

- Highways:** Highway 5 runs vertically on the left, Highway 99 runs vertically on the right, and Highway 4 runs horizontally at the bottom.
- Streets:** Numerous streets are labeled, including Thornton Road, Davis Road, Lower Sacramento Road, West Lane, Morada Lane, Hammer Lane, El Dorado Road, Pacific Yokuts Ave, Blanch Lane, Rutter Street, Alpine Avenue, California Way, Wilson Avenue, Cherokee Way, Waterloo Road, Fremont Street, Main Street, Farmington Road, Mariposa Way, Eighth Street, Charter Way, Navy Drive, Washington Street, Fresno Drive, Charter Avenue, Sixth Street, El Dorado Street, French Camp Road, Mathews Road, and Howard Road.
- Landmarks:** The airport is shown in the bottom right corner, with a label "ARCH - AIRPORT ROAD".
- Scale and Orientation:** A scale bar at the bottom left indicates distances of 0, 0.5, and 1.0 miles. A north arrow points upwards.
- Other Labels:** "EIGHT MILE ROAD" is labeled at the top, and "MARENGO ROAD" is labeled on the left.

SUMMARY OF THE MARCH 20, 1993 BICYCLE FIELD REVIEW

Members of the Working Technical Advisory Committee and Korve Engineering, Inc. conducted a bicycle tour of the City of Stockton on Saturday, March 20, 1993. Approximately 25 miles were covered, beginning and ending at City Hall. A map of the bicycle ride is attached. Portions of the following roadways were included in the tour: Center Street, Charter Way, Sutter Street, Clay Street, San Joaquin Street, Hazelton Avenue (including Stribley Park), Airport Way/West Lane, March Lane, El Dorado, Benjamin Holt Drive, Plymouth Road/Kelley Drive, Hammer Lane frontage road, Alexandria Place, Quail Lakes Drive, Robinhood, Pacific Avenue, Rosemarie Lane, Manchester Avenue, the Calaveras Bike and Jog Path, Pershing Avenue, Mendocino Avenue, Kensington Way, Baker Street, and Fremont Street.

Because it was a Saturday, traffic was not heavy compared to the commute hour experienced during a typical work day. Following is a list of general observations from the trip:

- Railroad tracks appear to be an obstacle in many places, such as on San Joaquin Street at the Amtrak Station and on West Lane at the Union Pacific railroad tracks.
- Some roads were unpleasant to ride on due to parked vehicles, narrow lanes, and/or heavy traffic. Examples would be on Charter Way and portions of Airport Way/West Lane.
- In general, there is a lack of bicycles amenities such as bicycle racks at recreation and employment centers and shower facilities in the buildings.
- In order to accommodate bicycle facilities on some streets, parking may need to be removed and relocated.
- More access across the Calaveras/Diverting channels would be desirable.
- Bicycle facilities are incomplete and discontinuous.

**Responses to Comments Received at the
STOCKTON BICYCLE UPDATE OPEN HOUSE**

**September 21, 1993
5:30 - 7:30 pm**

Comment 1

- **Attractors mostly recreational.**

Response 1a: An additional figure, Figure 3, has been added to the final report that schematically shows employment and retail areas as shown on the General Plan.

- **Very few North-South bike routes.**

Response 1b: This plan recommends that Class I and Class II facilities be implemented whenever possible. In some instances, Class I and Class II facilities could not be accommodated because of right of way constraints and limited continuous north-south roadways. This particularly affected the ability to serve the City end to end with a continuous north-south bicycle way using Class I and Class II facilities. Because of this, and if changes in current policy allows, the City of Stockton should seek to accommodate north-south facilities in the future through right-of-way acquisition and parking removal. Additional Class I facilities should be considered on the Union Pacific rail right-of-way. Similar agreements for shared right-of-way have been reached between Southern Pacific and the City of Chico. However, before a bicycle facility is recommended on the railroad right-of-way, corridor width, type of rail service and existing and future train speeds should be reviewed.

Comment 2

- **University Of the Pacific is bicycle college and it is not served well enough to get to Lincoln Village and shopping areas.**

Response 2a: The University of the Pacific is served on the proposed bicycle plan (Figure 4 in the final report) by an east-west Class I facility along the Calaveras River and a north-south Class II facility on Pershing Avenue. A Class III on Kensington is appropriate because of its residential character. Additional

facilities through the campus site should be explored by the University in conjunction with the City of Stockton.

- Would like to have a North/South, Class II facility on Pacific Avenue.

Response 2b: See Response 1b.

- Do not want a facility on Pershing, it is too narrow.

Response 2c: After review of all roadway facilities and plans for those roadways, specifically Pershing Avenue, Pacific Avenue, El Dorado Avenue, and West Lane, Pershing Avenue was selected as a more feasible Class II facility. However, it will require the removal of parking.

- Claremont does not go anywhere.

Response 2d: Claremont Avenue is part of a series of streets that form a north-south route through the center of the city. The route consists of the following streets: El Dorado Street/Cleveland Street/Sutter Street/Calaveras Bike and Jog Trail/Claremont Street/Robinhood Drive/Nottingham Drive/Swain Road/Alturas Road/Lincoln Road/El Dorado Street. Because of right-of-way constraints on El Dorado Street north of the Cleveland Street, the bike lane/route needed to be rerouted to side streets.

Comment 3

- Class II on Hammer Lane, will this require widening?

Response 3a: Yes, providing Class II facilities on Hammer Lane will require widening.

- Will all new Class II facilities involve street widening?

Response 3b: Yes, most of the Class II facilities will involve street widening or the removal of parking.

Comment 4

- Delta College grounds keeper lives south of University of the Pacific.

Response 4a: Comment acknowledged.

- Natural corridor on Kensington through University of the Pacific. It goes all the way to West Lane with access to Lincoln Village. Will have to acquire right-of-way north of there (Bridge on campus).
- Connect Pershing to Pacific through University of the Pacific property.

Response 4b: See Response 2a.

Comment 5

- Eliminate parking on Pershing between Brookside and Rosemarie.

Response 5a: The City of Stockton is investigating the possibility of dedicating the alley behind the apartments on west side of Pershing Avenue to the apartment complex. This would partially alleviate the need for parking on Pershing Avenue.

Comment 6

- Include bike plan in General Plan.

Response 6a: The proposed bicycle plan will be presented to the City Council with the recommendation that it be adopted when the General Plan is updated.

- Problem in older part of town, difficult to rebuild.

Response 6b: Comment acknowledged. This has contributed to the difficulty in providing Class II facilities in these established areas.

- Gap in the plan: Harding Way connects neighborhood east of Central Business District to downtown and connects West Lane, Wilson Way and El Dorado Street. Make it at least a Class III route.

Response 6c: Because of the current volume of traffic on Harding Way, a Class III facility is not recommended. Although not feasible now, if in the future additional right-of-way on Harding Way becomes available, a Class I or Class II facility should be provided.

Comment 7

- Is there priority?

Response 7a: The individual bicycle projects were prioritized using three criteria. For those projects that scored 'very high' in all three categories, funding sources were identified for the next three to five years. The ranking of the three to five year projects has not been done and will depend on project readiness and available funding. The process for ranking the bicycle projects is described in the Methodology section of Section 4 in the final report.

Comment 8

- Are all Class III lanes shown on map? Was Sutter Street one of designated routes for Class III?

Response 8a: All Class III facilities are shown on the proposed Bicycle Plan (Figure 4 of the final report). Sutter Street is designated as a Class II facility between Cleveland Street and the Calaveras River Bike and Jog Trail. No other portion of Sutter Street is designated.

Comment 9

- Does Measure K have incentives for employers to provide bike racks, etc?

Response 9a: The Measure K program is a funding source for which all jurisdictions in San Joaquin County are eligible. The program can be used to fund auxiliary facilities that promote bicycle usage such as bicycle lockers or other bicycle storage facilities, route signs, lighting, bicycle-actuated traffic signals, barriers, landscaping, signage, roadway widening, restriping, parking removal, and bridges. Incentives to employers to provide these types of amenities would be included as part of the trip reduction ordinances and/or existing planning and development policies.

Comment 10

- Link Country Club to Mt. Diablo in area of freeway. Foot bridge on Fontana.

Response 10a: Because of land and right-of-way constraints, this is not feasible at this time. If changes in current policy allows, the City of Stockton should seek to provide this connection in the future through right-of-way acquisition.

- Need second pedestrian/bike crossing at Calaveras west of I-5.

Response 10b: Three additional pedestrian/bicycle crossings of the Calaveras River are proposed as part of this plan: west of I-5, Sutter Street, and Ijamas Road. No additional crossings west of I-5 were considered at this time because of development issues.

Comment 11

- Graphic problem: Class II disappears on future map on Calaveras Creek.

Response 11a: The facility is reserved for pedestrians only. It has been removed from the existing map (Figure 1)

Comment 12

- Is Measure K pro-rated by City?

Response 12a: No, see response 9a.

- After this year, there will be a Capital Improvement Program for 10 years for specific projects.

Response 12b: Comment acknowledged. To the extent possible, the priority projects should be listed in the Capital Improvement Program.

Comment 13

- What are current regulations for maintaining the existing bicycle paths?

Response 13a: There are currently two sweepers for all of Stockton. Recently the City of Stockton Parks and Recreation Department has implemented an "Adopt a Bikeway" program to improve maintenance of the existing bicycle paths and has contracted the first segment to the University of the Pacific.

- Would Measure K money be used to upgrade bike lanes?

Response 13b: Measure K money could be used to upgrade bicycle lanes if the roadway surface were being overlayed.

Comment 14

- Could we negotiate with Grupe extending Calaveras along levee?

Response 14a: No, it would be unlikely that new facilities could be negotiated at this time.

Comment 15

- Is it possible to recalibrates traffic lights at city streets for bicycles without using button?

Response 15a: It is getting more difficult to detect bicycles via loop detectors with the new bike alloys.

Comment 16

- Good if bike advocates make sure Police Department doesn't ticket riders who run traffic lights.

Response 16a: Bicycles are subject to the same rules of the road as vehicles and should not be running traffic lights. It is recommended in the bicycle plan

that educational programs for both bicyclists and motorists by implemented.

- What is relationship between city street widening project and bike project?

Response 16b: The Bicycle Plan included information generated from the city street widening project.

- Concerned with citizen input to bike project.

Response 16c: Public participation was sought as two points during the study period. Once through the survey and once through the public open house. The Technical Advisory Committee also included representatives of various agencies and the bicycle community. A list of attendees of the public open house is attached to the end of this response to comments. A list of Technical Advisory Committee attendees is found at the end of the final report under the section entitled 'Participants'.

Comment 17

- Pacific Avenue designated for widening from Alpine to Calaveras River. Why not looked as bike lane?

Response 17a: Pacific Avenue was identified in the City's street widening program as a high volume facility where all designated right-of-way was required to accommodate automobile traffic. Bicyclists are encouraged to use Pershing Avenue or the lower volume Cleveland Street/Sutter Street/Calaveras Bike and Jog Trail/Claremont Street/Robinhood Drive/Nottingham Drive/Swain Road/Alturas Road/Lincoln Road.

Comment 18

- Was Fremont Street considered?

Response 18a: Fremont Street was considered but eliminated because of heavy truck traffic, parking issues, and accidents.

Comment 19

- Would like Loop Detectors at traffic signals and have noticed the removal of pedestrian indicators recently. They are included on new signal on Swain. Bike riders have to become pedestrians.

Response 19a: Loop detectors for bicyclists should be provided on high demand streets and where possible to install.

Comment 20

- West Lane has a number of fatal accidents, why Class III rather than Class II?

Response 20a: See response 1b.

Comment 21

- What does a Class III facility get?

Response 21a: Signage and possibly improved maintenance.

Comment 22

- A number of people voiced interest during street widening process of incorporating bike lanes. Laning opportunity on West Lane.

Response 22a: Comment acknowledged. See response 1b.

**ATTENDEES OF THE
BICYCLE SAFETY PROGRAM OPEN HOUSE**

Paul Bishop
Hamed Alsayegh
Keith Griffen
Stuart Soong
Bill Harr
Gregg Meissner
Tom Caine
David Harrington
Clyde D. Cozad
Kevin Hicks
Adolph Bevilaqua
Paul Plathe
Loren I. Low
David Ball
Clark Shimeall
Erik Olstad
Ted Rogers
Kari Shively
Martin Whitaker
Fran Gottlieb
Warren Jansen
Keith Hawkins
Scott & Denise Minott
Kathie Corum
John Fridrich
Arleen M. Wong
Wesley Chow
Marsha Cruz
Douglas K. Gill
Diane Bingham

John Korenjak
Marion Davis
Judy Craig
Margie Fries
Ismael Tapia
Mike Cockrill
Larry Nordstrom
Sanjo Aldea
Om Bhardwaj
Dave Harmon
Trish Lau
Joan Singson
Kim Bozman
Huy Ha
Karen Karlssin
Debbie Bruna
Irene Rosek
Alan England
Bill Stoermer
Dan Davis
Mary Meays
Bette and Jack Gianelli
Dennis Schepp
Bev Jansen
Stacy Mortensen
Jim Nickles
Robert Evans
Michael Infurna
Rudolf Morte
Bill Kane

APPENDIX C

Bicycle Questionnaire and Questionnaire Summary by Question



CITY OF STOCKTON

DEPARTMENT OF PUBLIC WORKS
CITY HALL
425 N. EL DORADO STREET
STOCKTON, CA 95202-1997

April 27, 1993

BICYCLE PLAN

The last Bicycle Plan for the City of Stockton was adopted in 1979. Since planning for the City's future has changed significantly since 1979, the City and the California Department of Transportation Office of Traffic Safety have undertaken an effort to develop a 1993 Bikeway Plan for the City of Stockton. As part of the study to formulate recommendations for this Bikeway Plan, we are requesting your help in a survey to obtain information about bicycle ridership and needs in the City of Stockton.

Please take a moment to answer a few questions about your bicycling habits during the last week. All information will be held in confidence.

If you would like to have your name placed on a mailing list to receive a copy of the draft Bikeway Plan, please record your name and address in the space below and mail to the indicated address. If you have any questions regarding this survey, please contact: Traffic Engineering Division, City of Stockton, Phone (209) 944-8282.

Thank you for your participation in this important planning effort.

JAMES B. GIOTTONINI
PUBLIC WORKS DIRECTOR

JBG:GT:cc

cc: Dwane Milnes, City Manager

=====

PLEASE PLACE MY NAME ON THE MAILING LIST FOR THE 1993 UPDATE OF THE CITY OF STOCKTON BIKEWAY PLAN. SEND REQUESTS TO:

City of Stockton, Traffic Engineering Division
425 N. El Dorado Street
Stockton, CA 95202-1997

Name: _____

Street Address: _____

CITY OF STOCKTON BICYCLE SURVEY

Please record the date that you are completing this survey: _____, 1993

1. In a typical month, how many times do you ride your bicycle? _____
2. In the last week, I used my bicycle: ____ Not At All (Skip to Question 5); ____ 1 time; ____ 2 times; ____ 3 times; ____ 4 times; ____ 5 times; ____ More Than 6 times
3. Of the bicycle trips reported in Question 2 above, how many were for:
 ____ Work; ____ Shopping; ____ School; ____ Visiting friends; ____ Recreation; ____ Exercise;
 ____ Other
4. If you recorded school or work trips in Question 3, please record the nearest major intersection to your school or work site: _____

 For those work or school bicycle trips noted in Question 3, please record your general route listing major streets only. (For example: If you live on Stanton Way and work at City Hall, you would record the following; Benjamin Holt Drive, Pacific Avenue, Alpine Avenue, Kensington Way, Fremont Street). My general route is: _____

5. For those recreational bicycle trips noted in Question 1 or 3, please list your general route listing major streets only. (For example: If you live on Venetian Drive and are bicycling to Swenson Park, you would record the following; Quail Lakes, Alexandria Place). My general route is: _____

For the following questions, bicycle facilities refer to three separate types:

- **Bike Trails** Bike facilities that are physically separated from the street
- **Bike Lanes** Bike facilities that are located on-street marked with exclusive lanes separated from automobile traffic and indicated by "Bike Lane" signs
- **Bike Routes** Bike facilities that share the street with automobiles and are indicated by a "Bike Route" sign

6. Please list the name of any bicycle facilities (bike paths, lanes, or routes) that you are aware of in the City of Stockton. In the case of bike lanes or bike routes, please list the street name.

7. When bicycle riding on major roadways, do you prefer bike lanes or bike routes?
 __Bike Lanes __Bike Routes
8. Would you be willing to pay a bicycling licensing fee to support a bicycle program? __Yes __No
9. Please describe any means of financing a bicycle program that you might recommend _____

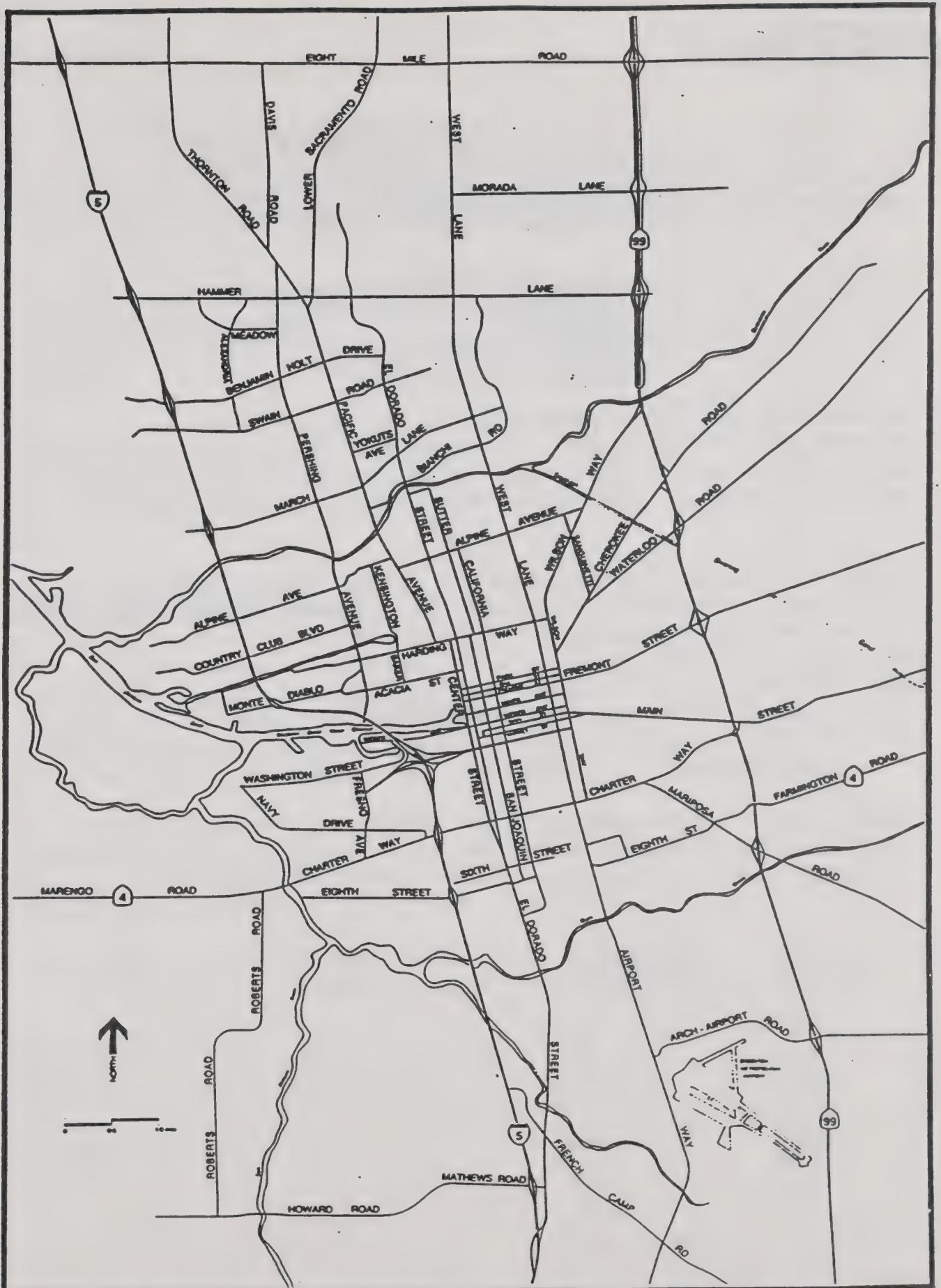
10. On the attached map, please highlight roadways where you feel bike lanes or bike routes should be provided for bicyclists.

Demographical Information

11. Year of Birth ____
12. Sex: __Female __Male
13. Nearest Major Intersection To Home Residence: _____
14. Please describe any major hindrances or safety issues to bike riding in the City of Stockton: (use the back if you need more room) _____

THANK YOU VERY MUCH FOR YOUR HELP!
Please Return Survey by May 7, 1993

CITY OF STOCKTON BICYCLE SURVEY



On the above map, please highlight the streets where you feel bike lanes or bike routes should be provided. If you feel other improvements are needed to make these streets safe for bicycling, please list on the back of this page.

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS
CITY HALL
425 N EL DORADO ST
STOCKTON CA 95202-1997



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Additional Comments:

Bicycle Questionnaire Summary By Question

One hundred and thirty seven (137) completed questionnaire forms were collected. A sample questionnaire is attached. The information was summarized and is presented in this section.

Of the 137 surveys, 20 percent were received from the bicycle shops, 7 percent from the newspaper *Connections*, and 2 percent from schools. The majority were received from City of Stockton program distribution (42 percent) and the Stockton Bicycle Club (29 percent).

Question 1 queried about monthly ridership. Respondents appeared to be interpreting this question in different ways. The question "In a typical month, how many times do you ride your bicycle" was answered with just a plain number or a number with days or miles written after it. The usefulness of the data was questionable and so it was thrown out.

Question 2 asked about weekly ridership. In a mail-out survey, the question was asked--whether bicycle riding was a regular part of their commute or recreational transportation. In response, results indicated that in the week before the survey, forty-seven percent (47%) of the respondents rode their bicycles 4 or more times. Eight percent (8%) rode not at all, fifteen percent (15%) rode one to two times, and fifteen percent (15%) rode 3 times. In a follow-up phone survey, results indicated that in the week after the mail-out survey, seventeen percent (17%) rode 4 times a week, while fifteen percent (15%) rode 5 times and thirty percent (30%) rode 6 times or more.

Question 3 asked about trip purpose: work, shopping, school, visiting friends, recreation, exercise, other. The responses tell us how many of the respondents used their bicycles for a specific trip purpose during the week of the survey. The following trip purpose information was recorded:

<u>Trip Purpose</u>	<u>Percent Using Bicycle</u>	<u>Percent Not Using Bicycle</u>	<u>Total Percent</u>
Work	44	56	100
Shopping	21	79	100
School	20	80	100
Visiting	22	78	100
Recreation	47	53	100
Exercise	65	35	100
Other	14	86	100

Question 4 has two parts. The first asked for the nearest intersection to the respondents work or school site. The Figure 3 shows the areas most frequently mentioned. All are north of Charter Way.

The second part asked for major streets used on the route taken to school or work. The number of times a street was mentioned was recorded. Streets with 20 or more mentions include Pacific Avenue and Pershing Avenue. Ten to nineteen mentions include Alpine Avenue, El Dorado Street, Hammer Lane, and March Lane. Five to nine mentions include Airport Way, Benjamin Holt Drive, Brookside Road, Charter Way, Fremont Street, Harding Avenue, and the Calaveras Bike and Jog Trail. Approximately 60 additional streets were named less than five times.

Question 5 was similar to Question 4 except that it asked for major streets used on the recreational bicycle routes. Again, the number of times a street was mentioned was recorded. Streets with 20 or more mentions include March Lane and Thornton Road. Ten to nineteen mentions include Eight-Mile Road, Benjamin Holt Drive, Davis Road, Hammer Lane, and Pershing Avenue. Five to nine mentions include SR 99 Frontage Road, the Calaveras Bike and Jog Trail, Brookside Road, El Dorado Street, Feather River Drive, Pacific Avenue, Quail Lakes Road, Swain Road, and West Lane. Over 70 additional streets were named less than five times.

Question 6 queried respondents about bicycle facility awareness in the City of Stockton. The responses were tabulated. The data shows that the most frequently mentioned facilities were the Calaveras Bike and Jog Trail with 65 mentions, Pershing Avenue with 31 mentions, Quail Lakes with 16 mentions, Alexander Place with 13 mentions, Benjamin Holt Drive with 10 mentions, March Lane with 9 mentions, West Lane with 7 mentions, Feather River Road with 5 mentions, Brookside Road with 5 mentions, SR 99 Frontage Road with 4 mentions, and Baker Street with 3 mentions. Others that were mentioned less than 3 times were the Levee, EBMUD, Robinhood Road, San Joaquin Road, Wilson Way, Pacific Avenue, California Street, Davis Road, Sutter Street, and Gettysburg Street.

Question 7 asked the respondents preference for bike lanes or bike routes. Bike lanes were preferred by 74 percent of the respondents and bike routes were preferred by 21 percent. The remainder preferred both.

Question 8 asked if respondents were willing to pay a bicycle licensing fee. Six percent did not respond. Seventy-eight percent would be willing to pay a fee and the remainder were not.

Question 9 asked respondents to describe any means of financing a bicycle program. The most frequently mentioned methods of financing, excluding a bicycle licensing fee, are described below. Various methods of using existing tax bases were mentioned. These include using funds from the gas tax (16 mentions), bicycle and accessory tax (8 mentions), sales tax (4 mentions), additional property tax (3 mentions), and city tax (3 mentions).

A second method of creating funding sources was through fundraising techniques such as bicycle tours/races/events (11 mentions), general donations (three mentions), corporate sponsorships (4 mentions), bicycle commuter (1 mention), and selling bicycles confiscated by the police department (1 mention).

Suggestions were made that existing funding sources such as the Federal Highway funds/State of California/City of Stockton funds (8 mentions), Measure K (8 mentions), ISTEA (2 mentions), CDBG (1 mention), street improvement/maintenance (5 mentions), Proposition 116 (1 mention), and additional charges on new development (7 mentions) be used. Other funding sources mentioned were collecting Department of Motor Vehicle fees on auto registration, auto violations, and bicycle violations; giving pollution credits; charging additional parking fees at Buckley Cove, Parks, and City parking structures; and collecting tolls on the Calaveras bike trail.

Question 10 asked respondents to mark on a map where they would like to see bicycle facilities in the City of Stockton. Every roadway was mentioned at least once. This information will be used in developing the Draft Arterial Bikeway Plan presented later in the report.

Question 11 summarized the age of the respondents and is presented below:

<u>Age</u>	<u>Percent</u>
17 and under	5
Between 18 and 25	13
Between 26 and 35	18
Between 36 and 45	31
Between 46 and 55	26
Between 56 and 65	4
Between 66 and 93	3

Question 12 recorded the respondent's gender. The majority (74 percent) were male and the remainder were female.

Question 13 asked for the nearest major intersection to home. With the exception of one on Mathews Road, all were located north of Charter Way.

Question 14 allowed respondents an opportunity to describe any major hindrances or safety issues to bicycle riding in the City of Stockton. The responses are summarized below.

- Lack of Bikeway facilities in the City of Stockton (33 mentions)
- Safety (e.g., increasing traffic, speeding automobiles, reckless driving, danger of being hit by an automobile, automobiles driving in bicycle lanes, dangerous to be so close to traffic, roads too narrow, narrow shoulders, no traffic enforcement, automobilists trying to hit or frighten bicyclists, dogs, no safe place to ride) (79 mentions)
- Street conditions are poor (bicyclists can not be detected by traffic signals, streets are full of debris, no handicapped curb cuts, more crossings of Calaveras needed, bridges are too narrow, not enough crosswalks) (26 mentions)
- Lack of bicycle amenities (5 mentions)
- Parked Vehicles (3 mentions)
- Lack of automobile driver awareness and consideration of bicyclists and lack of educational programs for automobilists on how to share the road (16 mentions)
- Lack of educational programs for bicyclists (7 mentions)
- Fear of personal safety because Stockton is unsafe (2 mentions)
- Automobile exhaust (1 mention)
- Indifferent elected officials

APPENDIX D
Cost Estimate Assumptions

BIKEWAY ESTIMATED CONSTRUCTION/MAINTENANCE COSTS

Class I 12' Bike/Pedestrian Path:

Capital Cost per mile: \$81,000
Annual Maintenance Cost per mile: \$6,500

Class I 8' Bike Path: (costs adjusted for decreased width)

Capital Cost per mile: \$59,900
Annual Maintenance Cost per mile: \$6,500

Class II Bike Lane: (No major construction)

Capital Cost per mile:

2 Lane Facilities \$13,300
4 Lane Facilities \$18,200

Annual Maintenance Cost per mile:

2 Lane Facilities \$3,200
4 Lane Facilities \$5,300

Class III Bike Lane: (No construction)

Capital Cost per mile: \$1,500
Annual Maintenance Cost per mile: \$600

COST ESTIMATE ASSUMPTIONS FOR CLASS I FACILITY

12' Bike/Pedestrian Path:

1' Strip = 12 feet²

A.C. $12 \text{ ft}^2 \times 2/12 \text{ ft} = 2 \text{ ft}^3 = 0.0741 \text{ yd}^3/\text{LF}$

A.B. $12 \text{ ft}^2 \times 5/12 \text{ ft} = 5 \text{ ft}^3 = 0.1852 \text{ yd}^3/\text{LF}$

A.S.B. $12 \text{ ft}^2 \times 5/12 \text{ ft} = 5 \text{ ft}^3 = 0.1852 \text{ yd}^3/\text{LF}$

Unit Costs:

A.C. \$33.00/cy

A.B. \$21.50/cy

A.S.B (Class II) \$19.50/cy

For a one mile segment:

A.C. = $0.0741 \text{ yd}^3/\text{LF} \times 5,280 \text{ ft} \times \$33.00/\text{cy} =$ \$12,911

A.B. = $0.1852 \text{ yd}^3/\text{LF} \times 5,280 \text{ ft} \times \$21.50/\text{cy} =$ \$21,022

A.S.B. = $0.1852 \text{ yd}^3/\text{LF} \times 5,280 \text{ ft} \times \$19.50/\text{cy} =$ \$19,068

Clearing and Grubbing: $1.699 \text{ acres} \times \$1,250/\text{acre} =$ \$2,124

Striping: $5280 \text{ ft} \times \$0.20/\text{ft} =$ \$1,056

SUBTOTAL \$56,181

20% Design \$11,236

SUBTOTAL \$67,417

20% Contingency \$13,483

TOTAL \$80,900

CLASS I BIKEWAY MAINTENANCE COST WORKSHEET³

Primary Maintenance

Re-Striping, Sweeping, breakup, repair, mowing, leaf removal etc.

Cost per mile per year	\$2,500
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Secondary Maintenance

Surface repair, trailside trimming, herbicide treatment, drainage, fence/barrier repairs

Cost per mile per year	\$2,000
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Ranger Patrol

Cost per mile per year	\$2,000
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Total Maintenance Cost Per Mile Per Year	\$6,500
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³Source: Chapter 13, Draft 2010 Sacramento City/County Bikeway Master Plan, Volume 1, August 1991 and 1992 Contract Cost.

CLASS II BIKEWAY IMPLEMENTATION AND MAINTENANCE COST WORKSHEET⁴

Implementation (excluding major construction)

Stripe Removal, Striping, signing, painted legends (both sides of street)

2 Lane Road	Cost per C/L mile	\$10,050
	20% Design Fee	2,010
	20% Contingency Costs	<u>2,412</u>
	Total	\$14,472

4 Lane Road	Cost per C/L mile	\$13,725
	20% Design Fee	2,745
	20% Contingency Costs	<u>3,294</u>
	Total	\$19,764

Primary Maintenance

Sweeping -

Weekly (30%) (\$35) (52 weeks)	\$546
Monthly (70%) (\$40) (12 months)	\$336

Re-striping -

Annual Costs (Renewal Frequency = 3 Years)

2 Lane Roads	\$2,112
4 Lane Roads	\$4,224

Secondary Maintenance

Surface repair, trimming roadside plantings,
herbicide treatment

Cost per C/L mile per year	\$200
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Total Maintenance Cost Per Mile Per Year

2 Lane Roads	\$3,194
4 Lane Roads	\$5,306

⁴Ibid

CLASS III BIKEWAY IMPLEMENTATION AND MAINTENANCE COST WORKSHEET⁵

Implementation (excluding construction)

Striping (optional; Renewal Frequency = 3 Years), signing, painting legends

Cost per C/L mile without strips \$1,500

Primary Maintenance

Break-up repair, mowing, leaf removal

Cost per C/L mile per year \$75

Monthly (70%) \$40 (12) \$336

Bi-monthly (30%) \$40 (6) \$72

Secondary Maintenance

Surface repair, trimming, herbicide treatment

Cost per C/L mile per year \$100

Total Maintenance Cost Per Mile Per Year \$575

⁵Ibid.

APPENDIX E
Proposed Bikeway Plan Projects/Improvements:
Capital Costs and Maintenance Costs

TABLE E-1
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS I FACILITIES -- BICYCLE PATHS						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
I.1	Arch-Airport Road/ Sperry Road	Highway 99 to I-5		249,800	\$3,832,200 ¹	12-ft wide path (*see below for remarks)
I.2	Askland Drive	Otto Lane to March Lane	N/A	22,110	340,000	12-ft wide path
I.3	Bear Creek	SR 99 to West of I-5	N/A	39,000	442,400	8-ft wide path
I.4	Brookside Road	Feather River Drive to Feather River Drive	N/A	7,300	1,119,900 ¹	Feather River south to Shadowbrook, existing bike path
I.5	Brookview Road	March Lane to Brookside Road	N/A	12,050	185,000 ¹	12-ft wide path
I.6	Burke Bradley Road	Pershing Avenue to Pacific Avenue Frontage Road	N/A	2,800	----	Existing bike path
I.7	Calaveras River/ Stockton Diverting Canal	Feather River Drive to Raintree Road	N/A	27,250	418,000 ¹	12-ft wide path (partially existing bike path)
		Ijamas Road crossing to Mormon Slough		27,000	414,200 ¹	
I.8	Central California Railroad Right-of-way	Cherokee Road to Newton Road	N/A	8,750	134,200	12-ft wide path; future abandonment
I.9	French Camp Slough	Manthey Road to Lloyd Thayer	N/A	4,950	56,200	8-ft wide path
I.10	Ishi Goto Street	Lloyd Thayer to Manthey Road	N/A	5,800	89,000 ¹	12-ft wide path (partially existing bike path)
I.11	Lloyd Thayer	French Camp Slough to William Moss Boulevard	N/A	6,600	101,300 ¹	12-ft wide path (partially existing, under construction)

*Is not currently included in the Arch-Sperry Road proposed alignment. If the proposed alignment is not modified to include room for a Class I facility, then a Class III facility would be proposed.

¹Partially or fully developer-funded through row dedication, fees and exactions.

TABLE E-1, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS I FACILITIES -- BICYCLE PATHS						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
I.12	March Lane	Buckley Cove to Brookside Road	N/A	6,300	----	Existing bike lane
I.13	Mokelumne Aquaduct (EBMUD)	Brookside Road to East City Limits	N/A	39,500	\$606,000	12-ft wide path (partially existing bike path)
I.14	Mormon Slough	Lincoln Street to Stockton Diverting Canal	N/A	30,750	349,000	8-ft wide path
I.15	Mosher Slough/Bear Creek	Kelley Drive to Bear Creek (east of West Lane	N/A	21,750	246,800	8-ft wide path
I.16	San Joaquin River	Fairway Drive to Virginia Lane/ Rainer Avenue	N/A	3,500	53,700	12-ft wide path
I.17	San Joaquin River	Monte Diablo Avenue to Center Street	N/A	16,700	256,200	12-ft wide path
I.18	San Joaquin River	Howard Road to Carolyn Weston Boulevard	N/A	14,050	215,500	12-ft wide path
I.19	San Joaquin River	Eighth Street to Charter Way	N/A	850	13,000	12-ft wide path
I.20	Tam O'Shanter Drive	Access street to EBMUD	N/A	500	7,700	12-ft wide path
I.21	Walker Slough/Duck Creek	Houston Avenue to Stagecoach Road	N/A	27,550	312,500	8-ft wide path
I.22	Weber Avenue	Center Street to Morelli Boatramp Park	N/A	4,290	65,800	12-ft wide path

CLASS I Total Capital Costs: \$9,258,600

Total Length (in feet): 346,700 feet
(66 miles)

TABLE E-2
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
II.1	Airport Way	Miner Avenue to French Camp Road	54-104	32,010	\$110,400	Potential parking removal
II.2	Alexandria Place	Lincoln Road to Benjamin Holt Drive	36-40	2,750	6,900	Provide southbound bike lane, northbound exists
II.3	Alturas Avenue/ Glendora Avenue	Lincoln Road to Swain Road	40	3,750	9,400	
II.4	Askland Drive	Bear Creek to Otto Lane		2,640	9,100	
II.5	Benjamin Holt Drive	I-5 Freeway to Alexandria Place	56-68	3,500	None	Bikes should use street, not sidewalk, existing bike lane
II.6	Benjamin Holt Drive	Cumberland Place to I-5 Freeway	56	3,500	None	Existing bike lane
II.7	Carolyn Weston Boulevard	I-5 to Wolfe Road	N/A	26,400	91,000 ¹	Partially existing bike lane
II.8	Cherbourg Way/ Lorraine Avenue	Montauban Avenue to Morada Lane	40	11,200	28,200	
II.9	Claremont Avenue/ Nottingham Drive	Swain Road to Calaveras River Bike and Jog Path	30-40	7,000	17,600	
II.10	Cleveland Street	Center Street to Sutter Street		1,450	5,000	
II.11	Cumberland Place	Hammer Lane to 14-Mile Slough	40	5,800	14,600	Requires bridge over 5-Mile Slough
II.12	Eight Mile Road	SR 99 Frontage Road to West of I-5	32-40	36,800	126,900	*See below

*Eight Mile Road is adopted as an 8-lane facility in the Eight Mile Road Specific Plan and assumes no bike lanes. When Eight Mile Road is widened to 8 lanes, additional room would be required to maintain Class II facilities or the facility will need to convert to Class III.

¹Partially or fully developer-funded through row dedication, fees, and exactions.

TABLE E-2, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
II.13	South of Eight Mile Road	West of I-5 (northwest corner) between Eight Mile Road and Bear Creek Bikepath	40	11,700	\$40,300 ²	
II.14	El Dorado Street	Fourth Street to Mathews Road	64-76	19,950	68,800	Under construction
II.15	El Dorado Street/ Center Street Couplet	Cleveland Street to Fourth Street	64	14,700	50,700	
II.16	El Dorado Street	Bear Creek to Hammer Lane	58-82	4,800	16,500	
II.17	Feather River Drive	Swain Road to Calaveras River Bike Path	40	9,500	None	Existing bike lane
II.18	French Camp Road	Sperry Road to Manthay Road		660	1,700	
II.19	Fresno Avenue	Charter Way to Eighth Street	40	2,150	5,400	
II.20	Frontage Road (along Hwy 99)	North of Eight Mile Road to Wilson Way /Newton Road	40	22,950	None	Existing bike lane
II.21	Hammer Lane	Askland Drive to SR 99 Frontage Road	86	29,950	103,200	
II.22	North of Hammer Lane	Holman Road to Raintree Road	40	3,650	9,200 ²	
II.23	Hazelton Avenue	Center Street to Stribley Park	24-90	6,700	23,100	
II.24	Holman Road	Eight Mile Road to Calaveras River Bike Path	40	20,460	51,500 ²	
II.25	Ijamas Road	Bianchi Road to Stockton Diverting Canal	40	2,310	5,800	Will require bicycle/ pedestrian bridge

²Partially or fully developer-funded through row dedication, fees, and exactions.

TABLE E-2, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
II.26	SR 99 Frontage Road	Industrial Drive to San Joaquin County Regional Sports Complex	28	4,150	\$10,500	
II.27	Iron Canyon Road	Spanos Boulevard to Spanos Boulevard	40	6,300	15,900 ³	
II.28	Lincoln Road	Alturas Avenue to El Dorado Street	40	700	1,800	Potential parking removal
II.29	March Lane	Feather River Drive to Brookside Road		2,150	7,400	Existing bike lane
II.30	Mariners Drive	Hammer Lane to Otto Drive	40	5,800	14,600	
II.31	McDougald Boulevard	Carolyn Weston Boulevard to William Moss Boulevard		4,290	10,800	Partially existing bike lane
II.32	Mendocino Avenue	Pershing Avenue to Kensington Way	32-40	2,250	5,700	
II.33	Miner Avenue	Airport Way to Sierra Nevada Street	40	400	1,000	Potential parking removal
II.34	Montauban Drive/ Bianchi Road	Hammer Lane to Calaveras River Bike Path	40	14,350	36,100	
II.35	Morada Lane	Little Bear Creek to Mokelumne Aquaduct	64	17,500	60,300 ³	Requires pedestrian/ bicycle bridge
II.36	Otto Drive	Askland Drive to I-5 Freeway	40	2,500	6,300 ³	
II.37	Plymouth Road	Telegraph Avenue to Country Club Boulevard		3,400	\$11,800	
II.38	Pock Lane	Mariposa Road to Arch Airport Road	20	12,400	42,700 ⁴	
II.39	Quail Lakes Drive	Mokelumne Aqueduct to Pershing Avenue	64	10,000	34,500	Existing bike lane

³Partially or fully developer-funded through row dedication, fees, and exactions.

⁴Partially or fully developer-funded through row dedication, fees, and exactions.

TABLE E-2, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
II.40	Raintree Road	North of Hammer Lane to Wilson Way/ Newton Road	40	11,750	29,600 ⁴	
II.41	Ryde Road	Calaveras Bike and Jog Trail to Country Club Boulevard		5,200	17,900	Requires bridge crossing
II.42	Sanguinetti Lane	Stockton Diverting Canal to Cherokee Road	40	7,800	19,600 ⁴	
II.43	Spanos Boulevard	Thornton Road to Thornton Road	40	6,450	16,300 ⁴	
II.44	Sutter Street	Cleveland Street to Calaveras Bike and Jog Path	30-40	7,000	17,600	Will require bridge Potential parking removal
II.45	Swain Road	Claremont Avenue to Alturas Avenue	36-44	550	1,400	
II.46	Tam O'Shanter Drive	Morada Lane to Access Street	52-64	11,550	39,800	
II.47	Thornton Road	Eight Mile Road to Pershing Avenue	24-82	14,750	51,000	
II.48	Wagner Heights Road/Estates Drive	Thornton Road to Thorton Road	52	13,500	34,000	Partially existing bike lane
II.49	West Lane	Morada Lane to Eight Mile Road	62-90	7,400	25,500 ⁴	
II.50	Whistler Way	Thornton Road to Davis Road	40	5,100	12,900 ⁴	
II.51	William Moss Blvd.	Wolfe Road to Manthay Road	40	6,300	\$15,900	
II.52	Wilson Way	Bradford Street to SR 99 Frontage Road		11,100	38,300	Partially signed

CLASS II Capital Costs:

\$1,295,000

Total Length (in feet):

477,270 feet

(90 miles)

TABLE E-3
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
III.1	Acatia Street	Pershing Avenue to El Dorado Street	40	5,280	\$1,500	
III.2	Alexandria Place	Hammer Lane to Lincoln Road	40	3,200	900	
III.3	Alexandria Place	Benjamin Holt Drive to Quail Lakes Road	40	3,450	1,000	
III.4	Alpine Avenue	Rainer Avenue to Pershing Avenue	52	12,500	3,600	
III.5	Alpine Avenue	Alvarado Avenue to West Lane	46-60	1,750	500	
III.6	Alpine Avenue	West Lane to Wilson Way	46-60	4,750	1,400	
III.7	Alpine Avenue	Kensington Way to Alvarado Avenue	46-60	7,000	2,000	
III.8	Alvarado Avenue	Fulton Street to Alpine Avenue	40	1,000	300	
III.9	Argonne Drive	Monte Diablo Avenue to Pershing Avenue	40	2,000	600	
III.10	B Street	Eighth Street to Ralph Avenue		4,200	1,200	
III.11	Baker Street	Tuxedo Avenue to Acatia Street	38-48	3,500	1,000	One sign
III.12	Balboa Avenue	Cortez Avenue to Hammer Lane	42	3,450	1,000	
III.13	Commerce Street	Fulton Street to Stadium Drive	30	700	200	
III.14	Cortez Avenue	Balboa Avenue to Thorton Road	32	1,350	350	
III.15	Country Club Boulevard	Pershing Avenue to Virginia Lane		11,400	3,250	
III.16	Cumberland Place	Benjamin Holt Drive to 14 Mile Drive	40	7,000	2,000	
III.17	D Street	Eighth Street to Loomis Road	20-34	3,250	900	
III.18	Davis Road	Eight Mile Road to Thorton Road	24-64	11,500	3,250	

TABLE E-3, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
III.19	Don/Meadow Avenue	Wagner Heights Road to Alexandria Place		7,700	\$2,200	
III.20	Drake Avenue	Golden Gate Avenue to Olive Avenue	36	2,100	600	
III.21	Eighth Street	San Joaquin River to El Dorado Street	20-82	12,600	3,600	
III.22	Eighth Street	Airport Way to Mariposa Road	32-64	8,000	2,300	
III.23	El Dorado Street	Hammer Lane to Lincoln Street	58	1,650	500	
III.24	Embarcadero Drive	Benjamin Holt Drive to 14 Mile Drive	64	3,500	1,000	
III.25	Fairway Drive	San Joaquin River to Rainer Avenue	22-36	2,800	800	
III.26	Farmington Road	Mariposa Road to Stagecoach Road		3,400	1,000	
III.27	Filbert Street	Cherokee Lane to Main Street	20-64	10,250	2,900	
III.28	Fremont Street	Sierra Nevada Street to Stockton Diverting Canal	32-94	14,000	4,000	
III.29	Fresno Avenue	Eighth Street to Houston Avenue	40	1,800	500	
III.30	Fourteen Mile Drive	Embarcadero Drive to Cumberland Place	40	2,750	800	
III.31	Fulton Street	Commerce Street to Alvarado Avenue	28-56	5,000	1,450	
III.32	Georgia Avenue	Lever Boulevard to Houston Avenue	40	1,500	450	
III.33	Gettysburg Place	Lincoln Road to Swain Road	32-38	4,150	1,200	Require some street repairs
III.34	Golden Gate Avenue	Main Street to Drake Avenue	24-30	5,200	1,500	
III.35	Horton Avenue	Lincoln Street to O'Dell Avenue	20	1,000	300	
III.36	Houston Avenue	Georgia Avenue to Manthey Road	40	3,500	1,000	

TABLE E-3, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
III.37	Houston Avenue	Eighth Street to Georgia Avenue	40	4,700	\$1,350	
III.38	Howard Road	San Joaquin River Bike Path to Wolfe Road	40	9,100	2,600	
III.39	Industrial Drive	McKinley Avenue to SR 99 Frontage Road	28	14,700	4,200	
III.40	Inglewood Avenue	Lincoln Road to Swain Road	40	3,350	950	
III.41	Kelley Drive	Wagner Heights Road to Hammer Lane	40	6,000	1,700	
III.42	Kensington Way	Stadium Drive to Tuxedo Avenue	38-58	2,900	800	Some signs
III.43	Lever Boulevard	Eighth Street to Georgia Avenue	60	1,500	400	
III.44	Loomis Avenue	D Street to Pock Lane	32	1,500	400	
III.45	Lincoln Road	Alexandria Place to Alturas Avenue	40	8,300	2,400	Require some shoulder repair
III.46	Lincoln Street	Weber Avenue to Horton Avenue	40	12,775	3,600	
III.47	Lower Sacramento Road	Hammer Lane to Eight Mile Road		8,600	2,500	
III.48	Madison Street	Weber Avenue to Hazelton Avenue	52	3,850	1,100	
III.49	Main Street	Sierra Nevada Street to Stockton Diverting Canal	32-64	21,500	6,200	
III.50	Manthey Road	Eighth Street to Houston Avenue	32-40	2,500	700	
III.51	Manthey Road	Duck Creek Slough Bike Path to Mathews Road	40	12,250	3,500	
III.52	Mathews Road	Wolfe Road to Manthey Road	40	3,150	900	
III.53	McGaw Street	March Lane to Brookside Street		1,750	500	

TABLE E-3, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
III.54	McGaw Street	Quail Lakes Avenue to March Lane		3,700	\$1,050	
III.55	McKinley Avenue	El Dorado Street to Industrial Drive	34	1,750	500	
III.56	Monte Diablo Avenue	San Joaquin River to Argonne/ Picardy Drive	36-48	9,250	2,600	Partially signed
III.57	Newton Road	Wilson Way to Cherokee Road	30	4,750	1,350	
III.58	Oak Street	Sutter Street to Sierra Nevada Street	40	4,050	1,150	
III.59	O'Dell Avenue	Horton Avenue to Duck Creek Slough	24	3,000	850	
III.60	Olive Avenue	Drake Avenue to Farmington Road	42	1,000	300	
III.61	Park Street	Sutter Street to Sierra Nevada Street	40	4,050	1,150	
III.62	Pershing Avenue	Thornton Road to Alpine Avenue	32-64	13,300	3,800	
III.63	Picardy Drive	Monte Diablo Avenue to Pershing Avenue	40	1,750	500	
III.64	Rainer Avenue/ Virginia Lane	Calaveras River to San Joaquin River	14-24	3,500	1,000	
III.65	Ralph Avenue	B Street to Airport Way		3,550	1,000	
III.66	Sierra Nevada Street	University Avenue to Miner Avenue	40-54	5,800	1,650	
III.67	Stagecoach Road	Farmington Road to Duck Creek Bike Path		3,850	1,100	
III.69	Swain Road	Cumberland Place to Claremont Avenue	36-40	13,000	3,700	
III.70	Swain Road	Alturas Avenue to West Lane	36-40	5,400	1,500	

TABLE E-3, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
CAPITAL COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	CAPITAL COST	REMARKS
III.71	Telegraph Avenue/ Delano Avenue/ Calariva Drive	Plymouth Road to Ryde Road		3,100	\$900	
III.72	University Avenue	West Lane to Sierra Nevada Street	30	700	200	
III.73	Waterloo Road	Cherokee Road to Stockton Diverting Canal	58-64	6,150	1,750	
III.74	Weber Avenue	Sierra Nevada Street to Center Street	44-80	5,600	1,600	
III.75	West Lane	Morada Lane to University Avenue	62-90	24,000	6,800	Partially existing designated route
III.76	Wolfe Road	Mathews Road to William Moss Boulevard	40	6,850	1,950	

CLASS III Total Capital Costs: \$121,250

Total Length (in feet): 424,705 feet
(80 miles)

TABLE E-4
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS I FACILITIES -- BICYCLE PATHS						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
I.1	Arch-Airport Road/ Sperry Road	Highway 99 to I-5		249,800	\$307,000	12-ft wide path (see below for remarks)
I.2	Askland Drive	Otto Lane to March Lane	N/A	22,110	27,000	12-ft wide path
I.3	Bear Creek	SR 99 to West of I-5	N/A	39,000	48,000	8-ft wide path
I.4	Brookside Road	Feather River Drive to Feather River Drive	N/A	7,300	9,000	Feather River south to Shadowbrook, existing bike path
I.5	Brookview Road	March Lane to Brookside Road	N/A	12,050	15,000	12-ft wide path
I.6	Burke Bradley Road	Pershing Avenue to Pacific Avenue Frontage Road	N/A	2,800	3,400	Existing bike path
I.7	Calaveras River/ Stockton Diverting Canal	Feather River Drive to Raintree Road Ijamas Road crossing to Mormon Slough	N/A	27,250 27,000	34,000 33,000	12-ft wide path (partially existing bike path)
I.8	Central California Abandoned Railroad Right-of-way	Cherokee Road to Newton Road	N/A	8,750	11,000	12-ft wide path
I.9	French Camp Slough	Manthey Road to Lloyd Thayer	N/A	4,950	6,100	8-ft wide path
I.10	Ishi Goto Street	Lloyd Thayer to Manthey Road	N/A	5,800	7,100	12-ft wide path (partially existing bike path)
I.11	Lloyd Thayer	French Camp Slough to William Moss Boulevard	N/A	6,600	8,100	12-ft wide path (partially existing bike path)
I.12	March Lane	Buckley Cove to Brookside Road	N/A	6,300	7,700	Existing bike lane

*Is not currently included in the Arch-Sperry Road proposed alignment. If the proposed alignment does not include room for a Class I facility, then a Class III facility would be proposed.

TABLE E-4, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS I FACILITIES -- BICYCLE PATHS						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
I.13	Mokelumne Aquaduct (EBMUD)	Brookside Road to East City Limits	N/A	39,500	\$49,000	12-ft wide path (partially existing bike path)
I.14	Mormon Slough	Lincoln Street to Stockton Diverting Canal	N/A	30,750	38,000	8-ft wide path
I.15	Mosher Slough/Bear Creek	Kelley Drive to Bear Creek (east of West Lane	N/A	21,750	27,000	8-ft wide path
I.16	San Joaquin River	Fairway Drive to Virginia Lane/ Rainer Avenue	N/A	3,500	4,300	12-ft wide path
I.17	San Joaquin River	Monte Diablo Avenue to Center Street	N/A	16,700	21,000	12-ft wide path
I.18	San Joaquin River	Howard Road to Carolyn Weston Boulevard	N/A	14,050	17,000	12-ft wide path
I.19	San Joaquin River	Eighth Street to Charter Way	N/A	850	1,000	12-ft wide path
I.20	Tam O'Shanter Drive	Access street to EBMUD	N/A	500	600	12-ft wide path
I.21	Walker Slough/Duck Creek	Houston Avenue to Stagecoach Road	N/A	27,550	34,000	8-ft wide path
I.22	Weber Avenue	Center Street to Morelli Boatramp Park	N/A	4,290	5,300	12-ft wide path

**CLASS I Total Annual
Maintenance Costs: \$713,600**

Total Length (in feet): 346,700 feet
(66 miles)

**TABLE E-5
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS**

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
II.1	Airport Way	Miner Avenue to French Camp Road	54-104	32,010	\$32,000	Potential parking removal
II.2	Alexandria Place	Lincoln Road to Benjamin Holt Drive	36-40	2,750	1,700	Provide southbound bike lane northbound exists
II.3	Alturas Avenue/ Glendora Avenue	Lincoln Road to Swain Road	40	3,750	2,300	
II.4	Askland Drive	Bear Creek to Otto Lane		2,640	2,600	
II.5	Benjamin Holt Drive	I-5 Freeway to Alexandria Place	56-68	3,500	3,500	Bikes should use street, not sidewalk, existing bike lane
II.6	Benjamin Holt Drive	Cumberland Place to I-5 Freeway	56	3,500	3,500	Existing bike lane
II.7	Carolyn Weston Boulevard/William Moss Boulevard	I-5 to Wolfe Road	N/A	26,400	26,000	Partially existing bike lane
II.8	Cherbourg Way/ Lorraine Avenue	Montauban Avenue to Morada Lane	40	11,200	6,800	
II.9	Claremont Avenue/ Nottingham Drive	Swain Road to Calaveras River Bike and Jog Trail	30-40	7,000	4,300	
II.10	Cleveland Street	Center Street to Sutter Street		1,450	1,500	
II.11	Cumberland Place	Hammer Lane to 14-Mile Slough	40	5,800	3,500	Requires bridge over 5-Mile Slough
II.12	Eight Mile Road	SR 99 Frontage Road to West of I-5	32-40	36,800	37,000	*See below

*Eight Mile Road is adopted as an 8-lane facility in the Eight Mile Road Specific Plan and assumes no bike lanes. When Eight Mile Road is widened to 8 lanes, additional room would be required to maintain Class II facilities or the facility will need to convert to Class III.

TABLE E-5, continued
CITY OF STOCKTON – PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
II.13	South of Eight Mile Road	West of I-5 (northwest corner) between Eight Mile Road and Bear Creek Bikepath	40	11,700	\$12,000	
II.14	El Dorado Street	Fourth Street to Mathews Road	64-76	19,950	20,000	Under construction
II.15	El Dorado Street/ Center Street Couplet	Cleveland Street to Fourth Street	64	14,700	15,000	
II.16	El Dorado Street	Bear Creek to Hammer Lane	58-82	4,800	5,000	
II.17	Feather River Drive	Swain Road to Calaveras River Bike Path	40	9,500	5,800	Existing bike lane
II.18	French Camp Road	Sperry Road to Manthay Road		660	400	
II.19	Fresno Avenue	Charter Way to Eighth Street	40	2,150	1,300	
II.20	Frontage Road (along Hwy 99)	North of Eight Mile Road to Wilson Way /Newton Road	40	22,950	14,000	Existing bike lane
II.21	Hammer Lane	Askland Drive to SR 99 Frontage Road	86	29,950	30,000	
II.22	North of Hammer Lane	Holman Road to Raintree Road	40	3,650	2,200	
II.23	Hazelton Avenue	Center Street to Stribley Park	24-90	6,700	6,700	
II.24	Holman Road	Eight Mile Road to Calaveras River Bike Path	40	20,460	12,000	
II.25	Ijamas Road	Bianchi Road to Stockton Diverting Canal	40	2,310	1,400	Will require bicycle/ pedestrian bridge
II.26	SR 99 Frontage Road	Industrial Drive to San Joaquin County Regional Sports Complex	28	4,150	2,500	

TABLE E-5, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
II.27	Iron Canyon Road	Spanos Boulevard to Spanos Boulevard	40	6,300	\$3,800	
II.28	Lincoln Road	Alturas Avenue to El Dorado Street	40	700	400	
II.29	March Lane	Feather River Drive to Brookside Road		2,150	2,200	Existing bike lane
II.30	McDougald Boulevard	Carloyn Weston Boulevard to William Moss Boulevard		4,290	2,600	Partially existing bike lane
II.31	Mariners Drive	Hammer Lane to Otto Drive	40	5,800	3,500	
II.32	Mendocino Avenue	Pershing Avenue to Kensington Way	32-40	2,250	1,400	
II.33	Miner Avenue	Airport Way to Sierra Nevada Street	40	400	250	Potential parking removal
II.34	Montauban Drive/ Bianchi Road	Hammer Lane to Calaveras River Bike Path	40	14,350	8,800	
II.35	Morada Lane	Little Bear Creek to Mokelumne Aquaduct	64	17,500	18,000	Requires pedestrian/ bicycle bridge
II.36	Otto Drive	Askland Drive to I-5 Freeway	40	2,500	1,500	
II.37	Plymouth Road	Telegraph Avenue to Country Club Boulevard		3,400	3,400	
II.38	Pock Lane	Mariposa Road to Arch Airport Road	20	12,400	12,000	
II.39	Quail Lakes Drive	Mokelumne Aqueduct to Pershing Avenue	64	10,000	10,000	Existing bike lane
II.40	Raintree Road	North of Hammer Lane to Wilson Way/ Newton Road	40	11,750	7,200	
II.41	Ryde Road	Calveras Bike and Jog Trail to Country Club Boulevard		5,200	\$5,200	Requires bridge crossing
II.42	Sanguinetti Lane	Stockton Diverting Canal to Cherokee Road	40	7,800	4,800	

TABLE E-5, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
II.43	Spanos Boulevard	Thornton Road to Thornton Road	40	6,450	3,900	
II.44	Sutter Street	Cleveland Street to Calaveras Bike and Jog Path	30-40	7,000	4,300	Will require bridge
II.45	Swain Road	Claremont Avenue to Alturas Avenue	36-44	550	300	
II.46	Tam O'Shanter Drive	Morada Lane to Access street	52-64	11,550	12,000	
II.47	Thornton Road	Eight Mile Road to Pershing Avenue	24-82	14,750	15,000	
II.48	Wagner Heights Road/Estates Drive	Thornton Road to Thorton Road	52	13,500	8,200	Partially existing
II.49	West Lane	Morada Lane to Eight Mile Road	62-90	7,400	7,400	
II.50	Whistler Way	Thorton Road to Davis Road	40	5,100	3,100	
II.51	William Moss Boulevard	Wolfe Road to Manthay Road	40	6,300	3,800	
II.52	Wilson Way	Bradford Avenue to SR 99 Frontage Road		11,100	11,000	

CLASS II Total Annual
Maintenance Costs: \$410,950

Total Length (in feet): 484,770 feet

TABLE E-6
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
III.1	Acacia Street	Pershing Avenue to El Dorado Street	40	5,280	\$600	
III.2	Alexandria Place	Hammer Lane to Lincoln Road	40	3,200	350	
III.3	Alexandria Place	Benjamin Holt Drive to Quail Lakes Road	40	3,450	400	
III.4	Alpine Avenue	Rainer Avenue to Pershing Avenue	52	12,500	1,400	
III.5	Alpine Avenue	Alvarado Avenue to West Lane	46-60	1,750	200	
III.6	Alpine Avenue	West Lane to Wilson Way	46-60	4,750	500	
III.7	Alpine Avenue	Kensington Way to Alvarado Avenue	46-60	7,000	800	
III.8	Alvarado Avenue	Fulton Street to Alpine Avenue	40	1,000	100	
III.9	Argonne Drive	Monte Diablo Avenue to Pershing Avenue	40	2,000	200	
III.10	B Street	Eighth Street to Ralph Avenue		4,200	500	
III.11	Baker Street	Tuxedo Avenue to Acatia Street	38-48	3,500	400	One sign
III.12	Balboa Avenue	Cortez Avenue to Hammer Lane	42	3,450	400	
III.13	Commerce Street	Fulton Street to Stadium Drive	30	700	100	
III.14	Cortez Avenue	Balboa Avenue to Thorton Road	32	1,350	200	
III.15	Country Club Boulevard	Pershing Avenue to Virginia Lane		11,400	1,300	
III.16	Cumberland Place	Benjamin Holt Drive to 14 Mile Drive	40	7,000	800	
III.17	D Street	Eighth Street to Loomis Road	20-34	3,250	350	
III.18	Davis Road	Eight Mile Road to Thorton Road	24-64	11,500	1,300	

TABLE E-6, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
III.19	Don/Meadow Avenue	Wagner Heights Road to Alexandria Place		7,700	\$850	
III.20	Drake Avenue	Golden Gate Avenue to Olive Avenue	36	2,100	200	
III.21	Eighth Street	San Joaquin River to El Dorado Street	20-82	12,600	1,400	
III.22	Eighth Street	Airport Way to Mariposa Road	32-64	8,000	900	
III.23	El Dorado Street	Hammer Lane to Lincoln Street	58	1,650	200	
III.24	Embarcadero Drive	Benjamin Holt Drive to 14 Mile Drive	64	3,500	400	
III.25	Fairway Drive	San Joaquin River to Rainer Avenue	22-36	2,800	300	
III.26	Farmington Road	Mariposa Road to Stagecoach Road		3,400	400	
III.27	Filbert Street	Cherokee Lane to Main Street	20-64	10,250	1,100	
III.28	Fremont Street	Sierra Nevada Street to Stockton Diverting Canal	32-94	14,000	1,500	
III.29	Fresno Avenue	Eighth Street to Houston Avenue	40	1,800	200	
III.30	Fourteen Mile Drive	Embarcadero Drive to Cumberland Place	40	2,750	300	
III.31	Fulton Street	Commerce Street to Alvarado Avenue	28-56	5,000	550	
III.32	Georgia Avenue	Lever Boulevard to Houston Avenue	40	1,500	150	
III.33	Gettysburg Place	Lincoln Road to Swain Road	32-38	4,150	450	Require some street repairs
III.34	Golden Gate Avenue	Main Street to Drake Avenue	24-30	5,200	550	
III.35	Horton Avenue	Lincoln Street to O'Dell Avenue	20	1,000	100	
III.36	Houston Avenue	Georgia Avenue to Manthey Road	40	3,500	400	

TABLE E-6, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREE T WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
III.37	Houston Avenue	Eighth Street to Georgia Avenue	40	4,700	\$500	
III.38	Howard Road	San Joaquin River Bike Path to Wolfe Road	40	9,100	1,000	
III.39	Industrial Drive	McKinley Avenue to SR 99 Frontage Road	28	14,700	1,600	
III.40	Inglewood Avenue	Lincoln Road to Swain Road	40	3,350	350	
III.41	Kelley Drive	Wagner Heights Road to Hammer Lane	40	6,000	650	Potential parking removal
III.42	Kensington Way	Stadium Drive to Tuxedo Avenue	38-58	2,900	300	Some signs
III.43	Lever Boulevard	Eighth Street to Georgia Avenue	60	1,500	150	
III.44	Loomis Avenue	D Street to Pock Lane	32	1,500	150	
III.45	Lincoln Road	Alexandria Place to Alturas Avenue	40	8,300	900	Require some shoulder repair
III.46	Lincoln Street	Weber Avenue to Horton Avenue	40	12,775	1,400	
III.47	Lower Sacramento Road	Hammer Lane to Eight Mile Road		8,600	1,000	
III.48	Madison Street	Weber Avenue to Hazelton Avenue	52	3,850	400	
III.49	Main Street	Sierra Nevada Street to Stockton Diverting Canal	32-64	21,500	2,400	
III.50	Manthey Road	Eighth Street to Houston Avenue	32-40	2,500	300	
III.51	Manthey Road	Duck Creek Slough Bike Path to Mathews Road	40	12,250	1,300	

TABLE E-6, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
III.52	Mathews Road	Wolfe Road to Manthey Road	40	3,150	\$300	
III.53	McGaw Street	March Lane to Brookside Street		1,750	200	
III.54	McGaw Street	Quail Lakes Avenue to March Lane		3,700	400	
III.55	McKinley Avenue	El Dorado Street to Industrial Drive	34	1,750	200	
III.56	Monte Diablo Avenue	San Joaquin River to Argonne/ Picardy Drive	36-48	9,250	1,000	Partially signed
III.57	Newton Road	Wilson Way to Cherokee Road	30	4,750	500	
III.58	Oak Street	Sutter Street to Sierra Nevada Street	40	4,050	450	
III.59	O'Dell Avenue	Horton Avenue to Duck Creek Slough	24	3,000	300	
III.60	Olive Avenue	Drake Avenue to Farmington Road	42	1,000	100	
III.61	Park Street	Sutter Street to Sierra Nevada Street	40	4,050	450	
III.62	Pershing Avenue	Thornton Road to Alpine Avenue	32-64	13,300	1,410	
III.63	Picardy Drive	Monte Diablo Avenue to Pershing Avenue	40	1,750	200	
III.64	Rainer Avenue/ Virginia Lane	Calaveras River to San Joaquin River	14-24	3,500	400	
III.65	Ralph Avenue	B Street to Airport Way		3,550	400	
III.66	Sierra Nevada Street	University Avenue to Miner Avenue	40-54	5,800	650	
III.67	Stagecoach Road	Farmington Road to Duck Creek Bike Path		3,850	400	
III.68	Swain Road	Cumberland Place to Claremont Avenue	36-40	13,000	1,400	

TABLE E-6, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS
MAINTENANCE COSTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	STREET WIDTH	LENGTH (FEET)	ANNUAL MAINT. COST	REMARKS
III.69	Swain Road	Alturas Avenue to West Lane	36-40	5,400	\$600	
III.70	Telegraph Avenue/ Delano Avenue/ Calariva Drive	Plymouth Road to Ryde Road		3,100	350	
III.71	University Avenue	West Lane to Sierra Nevada Street	30	700	100	
III.72	Waterloo Road	Cherokee Road to Stockton Diverting Canal	58-64	6,150	700	
III.73	Weber Avenue	Sierra Nevada Street to Center Street	44-80	5,600	600	
III.74	West Lane	Morada Lane to University Avenue	62-90	24,000	2,600	
III.77	Wolfe Road	Mathews Road to William Moss Boulevard	40	6,850	750	

CLASS III Total Annual
Maintenance Costs: \$46,750

Total Length (in feet): 424,705
(78 miles)

APPENDIX F
Ranked Bikeway Plan Projects/Improvements

TABLE F-1
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS I FACILITIES -- BICYCLE PATHS						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
I.1	Arch-Airport Road/ Sperry Road	Highway 99 to I-5			E, P, A	
I.2	Askland Drive	Otto Lane to March Lane			E, P, A	
I.3	Bear Creek	SR 99 to West of I-5	P, E	A		
I.4	Brookside Road	Feather River Drive to Feather River Drive				D
I.5	Brookview Road	March Lane to Brookside Road				D
I.6	Burke Bradley Road	Pershing Avenue to Pacific Avenue Frontage Road	--	--	--	--
I.7	Calaveras River/Stockton Diverting Canal	Feather River Drive to Raintree Road Ijamas Road crossing to Mormon Slough				E, P, A, Partial D
I.8	Central California Abandoned Railroad Right-of-way	Cherokee Road to Newton Road	A, P	E		
I.9	French Camp Slough	Manthey Road to Lloyd Thayer	A, P			E
I.10	Ishi Goto Street	Lloyd Thayer to Manthey Road				D
I.11	Lloyd Thayer	French Camp Slough to William Moss Boulevard				D
I.12	March Lane	Buckley Cove to Brookside Road	--	--	--	--
I.13	Mokelumne Aqueduct (EBMUD)	Brookside Road to East City Limits			A	E, P

TABLE F-1, continued
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS I FACILITIES -- BICYCLE PATHS						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
I.14	Mormon Slough	Lincoln Street to Stockton Diverting Canal	E	P	A	
I.15	Mosher Slough/Bear Creek	Kelley Drive to Bear Creek (east of West Lane	E	A	P	
I.16	San Joaquin River	Fairway Drive to Virginia Lane/ Rainer Avenue		A	E	P
I.17	San Joaquin River	Monte Diablo Avenue to Center Street			E	P, A
I.18	San Joaquin River	Howard Road to Carolyn Weston Boulevard	A (Developer	dedicated	P right-of-way)	E
I.19	San Joaquin River	Eighth Street to Charter Way	E, P, A (Developer	dedicated	right-of-way)	
I.20	Tam O'Shanter Drive	Access street to EBMUD	A		P, E	
I.21	Walker Slough/Duck Creek	Houston Avenue to Stagecoach Road				E, P, A
I.22	Weber Avenue	Center Street to Morelli Boatramp Park	E	P, A		

Total Length (in feet): 346,700 feet
(66 miles)

CODING KEY:

- Potential to connect to existing routes and correct existing deficiencies (E)
- Ability to serve existing attractors (A)
- Public support (P)
- Developer funded or conditioned (D)

TABLE F-2
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
II.1	Airport Way	Miner Avenue to French Camp Road	E	P	A	
II.2	Alexandria Place	Lincoln Road to Benjamin Holt Drive	--	--	--	--
II.3	Alturas Avenue/ Glendora Avenue	Lincoln Road to Swain Road				E, P, A
II.4	Askland Drive	Bear Creek to Otto Lane			E, P, A	
II.5	Benjamin Holt Drive	I-5 Freeway to Alexandria Place	--	--	--	--
I.6	Benjamin Holt Drive	Cumberland Place to I-5 Freeway	--	--	--	--
II.7	Carolyn Weston Boulevard	I-5 to Wolfe Road				D
II.8	Cherbourg Way/ Lorraine Avenue	Montauban Avenue to Morada Lane		E, P, A		
II.9	Claremont Avenue/ Nottingham Drive	Swain Road to Calaveras River Bike and Jog Path				E, P, A
II.10	Cleveland Street	Center Street to Sutter Street				E, P, A
II.11	Cumberland Place	Hammer Lane to 14-Mile Slough		P	A, E	
II.12	Eight Mile Road	SR 99 Frontage Road to West of I-5				E, P, A
II.13	South of Eight Mile Road	West of I-5 (northwest corner) between Eight Mile Road and Bear Creek Bikepath				D

TABLE F-2, continued
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
II.14	El Dorado Street	Fourth Street to Mathews Road				E, P, A
II.15	El Dorado Street/ Center Street Couplet	Cleveland Street to Fourth Street				E, P, A
II.16	El Dorado Street	Bear Creek to Hammer Lane				E, P, A
II.17	Feather River Drive	Swain Road to Calaveras River Bike Path	--	--	--	--
II.18	French Camp Road	Sperry Road to Manthay Road			E, P, A	
II.19	Fresno Avenue	Charter Way to Eighth Street	E	A, P		
II.20	Frontage Road (along Hwy 99)	North of Eight Mile Road to Wilson Way /Newton Road	--	--	--	--
II.21	Hammer Lane	Askland Drive to SR 99 Frontage Road			E	A, P
II.22	North of Hammer Lane	Holman Road to Raintree Road				D
II.23	Hazelton Avenue	Center Street to Stribley Park			P	E, A
II.24	Holman Road	Eight Mile Road to Calaveras River Bike Path				D
II.25	Ijamas Road	Bianchi Road to Stockton Diverting Canal		P		E, A
II.26	SR 99 Frontage Road	Industrial Drive to San Joaquin County Regional Sports Complex	E		P, A	
II.27	Iron Canyon Road	Spanos Boulevard to Spanos Boulevard				D

TABLE F-2, continued
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
II.28	Lincoln Road	Alturas Avenue to El Dorado Street				E, P, A
II.29	March Lane	Feather River Drive to Brookside Road				E, P, A
II.30	Mariners Drive	Hammer Lane to Otto Drive			E, P, A	
II.31	McDougald Boulevard	Carolyn Weston Boulevard to William Moss Boulevard	--	--	--	--
II.32	Mendocino Avenue	Pershing Avenue to Kensington Way				E, P, A
II.33	Miner Avenue	Airport Way to Sierra Nevada Street	E	P	A	
II.34	Montauban Drive/ Bianchi Road	Hammer Lane to Calaveras River Bike Path		A, P	E	
II.35	Morada Lane	Little Bear Creek to Mokelumne Aquaduct				D
II.36	Otto Drive	Askland Drive to I-5 Freeway				D
II.37	Plymouth Road	Telegraph Avenue to Country Club Boulevard			A	E, P
II.38	Pock Lane	Mariposa Road to Arch Airport Road				D
II.39	Quail Lakes Drive	Mokelumne Aqueduct to Pershing Avenue	--	--	--	--
II.40	Raintree Road	North of Hammer Lane to Wilson Way/ Newton Road				D
II.41	Ryde Road	Calaveras Bike and Jog Trail to Country Club Boulevard			A	E, P
II.42	Sanguinetti Lane	Stockton Diverting Canal to Cherokee Road		A	P, E	D (W/o Alpine)
II.43	Spanos Boulevard	Thornton Road to Thornton Road				D

TABLE F-2, continued
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS II FACILITIES -- BICYCLE LANES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
II.44	Sutter Street	Cleveland Street to Calaveras Bike and Jog Path				E, P, A
II.45	Swain Road	Claremont Avenue to Alturas Avenue				E, P, A
II.46	Tam O'Shanter Drive	Morada Lane to Access Street	A		P, E	
II.47	Thornton Road	Eight Mile Road to Pershing Avenue			E, P, A	
II.48	Wagner Heights Road/Estates Drive	Thornton Road to Thorton Road (partially existing)		E, P, A		
II.49	West Lane	Morada Lane to Eight Mile Road				D
II.50	Whistler Way	Thornton Road to Davis Road				D
II.51	William Moss Boulevard	Wolfe Road to Manthay Road		A, P		E
II.52	Wilson Way	Bradford Street to SR 99 Frontage Road				E, P, A

Total Length (in feet): 477,270 feet
(90 miles)

CODING KEY:

- Potential to connect to existing routes and correct existing deficiencies (E)
- Ability to serve existing attractors (A)
- Public support (P)
- Developer funded or conditioned (D)

TABLE F-3
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
III.1	Acacia Street	Pershing Avenue to El Dorado Street			A	E, P
III.2	Alexandria Place	Hammer Lane to Lincoln Road				E, P, A
III.3	Alexandria Place	Benjamin Holt Drive to Quail Lakes Road				E, P, A
III.4	Alpine Avenue	Rainer Avenue to Pershing Avenue			E, P, A	
III.5	Alpine Avenue	Alvarado Avenue to West Lane			E, P, A	
III.6	Alpine Avenue	West Lane to Wilson Way			E, P, A	
III.7	Alpine Avenue	Kensington Way to Alvarado Avenue			E, P, A	
III.8	Alvarado Avenue	Fulton Street to Alpine Avenue	P		E, A	
III.9	Argonne Drive	Monte Diablo Avenue to Pershing Avenue			A	E, P
III.10	B Street	Eighth Street to Ralph Avenue	E, P	A		
III.11	Baker Street	Tuxedo Avenue to Acatia Street	P		E, A	
III.12	Balboa Avenue	Cortez Avenue to Hammer Lane	P		E, A	
III.13	Commerce Street	Fulton Street to Stadium Drive	P		E, A	
III.14	Cortez Avenue	Balboa Avenue to Thorton Road	P		E, A	
III.15	Country Club Boulevard	Pershing Avenue to Virginia Lane	P			E, A
III.16	Cumberland Place	Benjamin Holt Drive to 14 Mile Drive	P			E, A
III.17	D Street	Eighth Street to Loomis Road	P		E, A	
III.18	Davis Road	Eight Mile Road to Thorton Road		P	E, A	

TABLE F-3, continued
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
III.19	Don/Meadow Avenue	Wagner Heights Road to Alexandria Place				E, P, A
III.20	Drake Avenue	Golden Gate Avenue to Olive Avenue		E, P, A		
III.21	Eighth Street	San Joaquin River to El Dorado Street		A	E, P	
III.22	Eighth Street	Airport Way to Mariposa Road			E, P, A	
III.23	El Dorado Street	Hammer Lane to Lincoln Street				E, P, A
III.24	Embarcadero Drive	Benjamin Holt Drive to 14 Mile Drive			A	E, P
III.25	Fairway Drive	San Joaquin River to Rainer Avenue			E, P, A	
III.26	Farmington Road	Mariposa Road to Stagecoach Road			E, P, A	
III.27	Filbert Street	Cherokee Lane to Main Street	E	A, P		
III.28	Fremont Street	Sierra Nevada Street to Stockton Diverting Canal	E		P, A	
III.29	Fresno Avenue	Eighth Street to Houston Avenue	E	A, P		
III.30	Fourteen Mile Drive	Embarcadero Drive to Cumberland Place			P	E, A
III.31	Fulton Street	Commerce Street to Alvarado Avenue		E	A, P	
III.32	Georgia Avenue	Lever Boulevard to Houston Avenue		A	E, P	
III.33	Gettysburg Place	Lincoln Road to Swain Road		E	A, P	
III.34	Golden Gate Avenue	Main Street to Drake Avenue	E	A	P	
III.35	Horton Avenue	Lincoln Street to O'Dell Avenue		A	E, P	
III.36	Houston Avenue	Georgia Avenue to Manthey Road		A	E, P	
III.37	Houston Avenue	Eighth Street to Georgia Avenue		A	E, P	

TABLE F-3, continued
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
III.38	Howard Road	San Joaquin River Bike Path to Wolfe Road	P, E, A			
III.39	Industrial Drive	McKinley Avenue to SR 99 Frontage Road	E		A, P	
III.40	Inglewood Avenue	Lincoln Road to Swain Road	P			E, A
III.41	Kelley Drive	Wagner Heights Road to Hammer Lane			E, P, A	
III.42	Kensington Way	Stadium Drive to Tuxedo Avenue				E, P, A
III.43	Lever Boulevard	Eighth Street to Georgia Avenue	P			E, A
III.44	Loomis Avenue	D Street to Pock Lane	P		E, A	
III.45	Lincoln Road	Alexandria Place to Alturas Avenue	P		E, A	
III.46	Lincoln Street	Weber Avenue to Horton Avenue	P		E, A	
III.47	Lower Sacramento Road	Hammer Lane to Eight Mile Road		P	E, A	
III.48	Madison Street	Weber Avenue to Hazelton Avenue	P	E, A		
III.49	Main Street	Sierra Nevada Street to Stockton Diverting Canal		P		E, A
III.50	Manthey Road	Eighth Street to Houston Avenue		P	E, A	
III.51	Manthey Road	Duck Creek Slough Bike Path to Mathews Road			P, A	E
III.52	Mathews Road	Wolfe Road to Manthey Road		P	E, A	
III.53	McGaw Street	March Lane to Brookside Street		P	A	E
III.54	McGaw Street	Quail Lakes Avenue to March Lane		P	A	E

TABLE F-3, continued
CITY OF STOCKTON -- RANKED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
III.55	McKinley Avenue	El Dorado Street to Industrial Drive	E			P, A
III.56	Monte Diablo Avenue	San Joaquin River to Argonne/ Picardy Drive			A	E, P
III.57	Newton Road	Wilson Way to Cherokee Road		P, A	E	
III.58	Oak Street	Sutter Street to Sierra Nevada Street		E	A, P	
III.59	O'Dell Avenue	Horton Avenue to Duck Creek Slough		E	A, P	
III.60	Olive Avenue	Drake Avenue to Farmington Road			E, A, P	
III.61	Park Street	Sutter Street to Sierra Nevada Street		E	A, P	
III.62	Pershing Avenue	Thornton Road to Alpine Avenue				E, P, A
III.63	Picardy Drive	Monte Diablo Avenue to Pershing Avenue		A	E, P	
III.64	Rainer Avenue/ Virginia Lane	Calaveras River to San Joaquin River		E, A, P		
III.65	Ralph Avenue	B Street to Airport Way		E	P, A	
III.66	Sierra Nevada Street	University Avenue to Miner Avenue				E, P, A
III.67	Stagecoach Road	Farmington Road to Duck Creek Bike Path	E	P	A	
III.69	Swain Road	Cumberland Place to Claremont Avenue				E, P, A
III.70	Swain Road	Alturas Avenue to West Lane				E, P, A

TABLE F-3, continued
CITY OF STOCKTON -- PROPOSED BIKEWAY PLAN PROJECTS/IMPROVEMENTS

CLASS III FACILITIES -- BICYCLE ROUTES						
PROJ. NO.	LOCATION	LIMITS	CRITERIA RANKING			
			LOW	MEDIUM	HIGH	VERY HIGH
III.71	Telegraph Avenue/ Delano Avenue/ Calariva Drive	Plymouth Road to Ryde Road			A	E, P
III.72	University Avenue	West Lane to Sierra Nevada Street				E, P, A
III.73	Waterloo Road	Cherokee Road to Stockton Diverting Canal		E	A, P	
III.74	Weber Avenue	Sierra Nevada Street to Center Street		P, A	E	
III.75	West Lane	Morada Lane to University Avenue				E, P, A
III.76	Wolfe Road	Mathews Road to William Moss Boulevard		P, A	E	

Total Length (in feet): 424,705 feet
 (80 miles)

CODING KEY:

- Potential to connect to existing routes and correct existing deficiencies (E)
- Ability to serve existing attractors (A)
- Public support (P)
- Developer funded or conditioned (D)

APPENDIX G

Priority Project Summary

TABLE G-1
CITY OF STOCKTON -- PRIORITY PROJECT SUMMARY -- CAPITAL COSTS

PROJ. NO.	LOCATION	LIMITS	CAPITAL COST
I.7	Calaveras River/Stockton Diverting Canal	Feather River Drive to Raintree Road Ijamas Road crossing to Mormon Slough	418,000 414,200
I.21	Walker Slough/Duck Creek	Houston Avenue to Stagecoach Road	312,500
	El Dorado Street North-South Route includes:		
II.14	El Dorado Street	Fourth Street to Mathews Road - under construction	68,800
II.15	El Dorado Street/Center Street	Cleveland Street to Fourth Street	50,700
II.10	Cleveland Street	Center Street to Sutter Street	5,000
II.46	Sutter Street	Cleveland Street to Calaveras Bike and Jog Path	17,600
II.9	Claremont Avenue/Nottingham Drive	Swain Road to the Calaveras Bike and Jog Path	17,600
II.3	Alturas Avenue/Glendorra Avenue	Lincoln Road to Swain Road	9,400
II.28	Lincoln Road	Alturas Avenue to El Dorado Street	1,800
II.47	Swain Road	Claremont Avenue to Alturas Avenue	1,400
III.23	El Dorado Street	Lincoln Road to Hammer Lane	500
II.16	El Dorado Street	Bear Creek to Hammer Lane	16,500
II.12	Eight Mile Road	SR 99 Frontage to West of I-5	126,900
III.41	Kelley Drive	Wagner Heights to Hammer Lane	1,700
II.29	March Lane	Feather River Drive to Brookside Road	7,400
II.32	Mendocino Avenue	Pershing Avenue to Kensington Way	5,700
III.42	Kensington Way	Mendocino Avenue to Tuxedo Avenue	800
	West Lane		
III.72	University Avenue	West Lane to Sierra Nevada Street	200
III.66	Sierra Nevada Street	University Avenue to Hazelton Avenue	1,650
III.75	West Lane	Morada Lane to University Avenue	6,800
III.2	Alexandria Place	Hammer Lane to Lincoln Road	900
III.3	Alexandria Place	Benjamin Holt Drive to Quail Lakes Drive	1,000

TABLE G-1
CITY OF STOCKTON -- PRIORITY PROJECT SUMMARY -- CAPITAL COSTS

PROJ. NO.	LOCATION	LIMITS	CAPITAL COST
III.19	Don/Meadow Avenue	Wagner Heights to Alexandria Place	2,200
III.69	Swain Road	Cumberland Place to Claremont Avenue	3,700
III.70	Swain Road	Alturas Avenue to West Lane	1,500
II.54	Wilson Way	Bradford Street to SR 99 Frontage	38,300
I.4	Brookside Road	Feather River to Feather River Drive	1,119,900
I.5	Brookview Road	March Lane to Brookside Road	185,000
II.7	Carolyn Weston Boulevard	Interstate 5 to Wolfe Road	91,000
I.10	Ishi Goto Street	Lloyd Thayer to Manthey Road	89,000
I.11	Lloyd Thayer	French Camp Slough to William Moss Boulevard	101,300
II.13	South of Eight Mile Road	West of Interstate 5, north of Bear Creek	40,300
II.22	North of Hammer Lane	Between Holman Road and SR 99	9,200
II.24	Holman Road	Eight Mile Road to Calaveras River Bike Path	51,500
II.27	Iron Canyon Road	Spanos Boulevard to Spanos Boulevard	15,900
II.35	Morada Lane	Little Bear Creek to Mokelumne Aquaduct	60,300
II.36	Otto Drive	Askland Drive to Interstate 5	6,300
II.40	Pock Lane	Mariposa Road to Arch Airport Road	42,700
II.42	Raintree Road	North of Hammer Lane to Wilson Way/Newton Road	29,600
II.45	Spanos Boulevard	Thornton Road to Thornton Road	16,300
II.51	West Lane	Morada Lane to Eight Mile Road	25,500
II.52	Whistler Way	Thornton Road to Davis Road	12,900

TABLE G-2
CITY OF STOCKTON -- PRIORITY PROJECT SUMMARY -- MAINTENANCE COSTS

PROJ. NO.	LOCATION	LIMITS	MAINTENANCE COST
I.7	Calaveras River/Stockton Diverting Canal	Feather River Drive to Raintree Road Ijamas Road crossing to Mormon Slough	34,000 33,200
I.21	Walker Slough/Duck Creek	Houston Avenue to Stagecoach Road	34,000
	El Dorado Street North-South Route includes:		
II.14	El Dorado Street	Fourth Street to Mathews Road - under construction	20,000
II.15	El Dorado Street/Center Street	Cleveland Street to Fourth Street	15,000
II.10	Cleveland Street	Center Street to Sutter Street	1,500
II.46	Sutter Street	Cleveland Street to Calaveras Bike and Jog Path	4,300
II.9	Claremont Avenue/Nottingham Drive	Swain Road to the Calaveras Bike and Jog Path	4,300
II.3	Alturas Avenue/Glendora Avenue	Lincoln Road to Swain Road	2,300
II.28	Lincoln Road	Alturas Avenue to El Dorado Street	400
II.47	Swain Road	Claremont Avenue to Alturas Avenue	300
III.23	El Dorado Street	Lincoln Road to Hammer Lane	200
II.16	El Dorado Street	Bear Creek to Hammer Lane	5,000
II.12	Eight Mile Road	SR 99 Frontage to West of I-5	37,000
III.41	Kelley Drive	Wagner Heights to Hammer Lane	650
II.29	March Lane	Feather River Drive to Brookside Road	2,200
II.32	Mendocino Avenue	Pershing Avenue to Kensington Way	1,400
III.42	Kensington Way	Mendocino Avenue to Tuxedo Avenue	300
	West Lane		
III.72	University Avenue	West Lane to Sierra Nevada Street	700
III.66	Sierra Nevada Street	University Avenue to Hazelton Avenue	650
III.75	West Lane	Morada Lane to University Avenue	750
III.2	Alexandria Place	Hammer Lane to Lincoln Road	350
III.3	Alexandria Place	Benjamin Holt Drive to Quail Lakes Drive	400

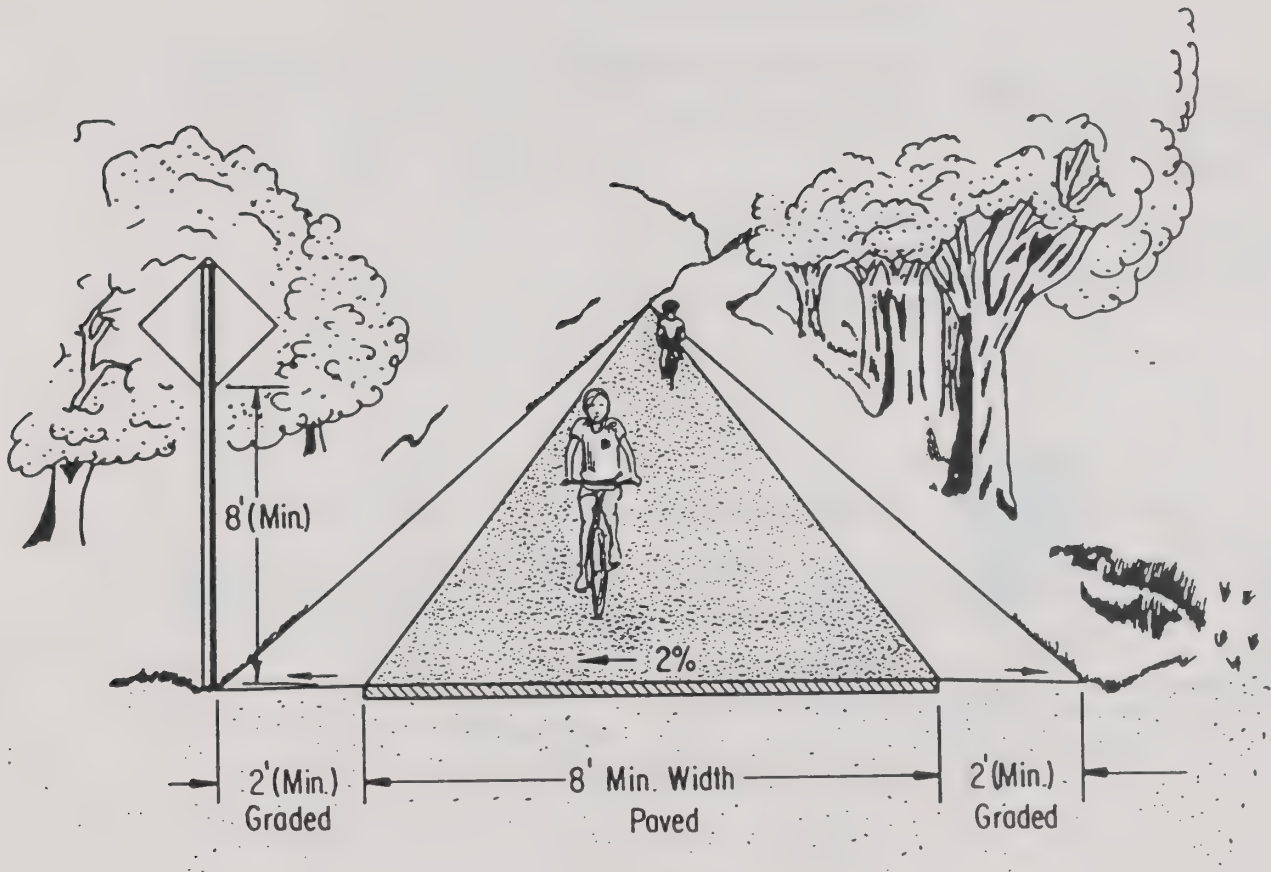
TABLE G-2
CITY OF STOCKTON -- PRIORITY PROJECT SUMMARY -- MAINTENANCE COSTS

PROJ. NO.	LOCATION	LIMITS	MAINTENANCE COST
III.19	Don/Meadow Avenue	Wagner Heights to Alexandria Place	850
III.69	Swain Road	Cumberland Place to Claremont Avenue	600
III.70	Swain Road	Alturas Avenue to West Lane	350
II.54	Wilson Way	Bradford Street to SR 99 Frontage	11,000
I.4	Brookside Road	Feather River to Feather River Drive	9,000
I.5	Brookview Road	March Lane to Brookside Road	15,000
II.7	Carolyn Weston Boulevard	Interstate 5 to Wolfe Road	26,000
I.10	Ishi Goto Street	Lloyd Thayer to Manthey Road	7,100
I.11	Lloyd Thayer	French Camp Slough to William Moss Boulevard	8,100
II.13	South of Eight Mile Road	West of Interstate 5, north of Bear Creek	12,000
II.22	North of Hammer Lane	Between Holman Road and SR 99	2,200
II.24	Holman Road	Eight Mile Road to Calaveras River Bike Path	12,000
II.27	Iron Canyon Road	Spanos Boulevard to Spanos Boulevard	3,800
II.35	Morada Lane	Little Bear Creek to Mokelumne Aquaduct	18,000
II.36	Otto Drive	Askland Drive to Interstate 5	1,500
II.40	Pock Lane	Mariposa Road to Arch Airport Road	12,000
II.42	Raintree Road	North of Hammer Lane to Wilson Way/Newton Road	7,200
II.45	Spanos Boulevard	Thornton Road to Thornton Road	3,900
II.51	West Lane	Morada Lane to Eight Mile Road	7,400
II.52	Whistler Way	Thornton Road to Davis Road	3,100

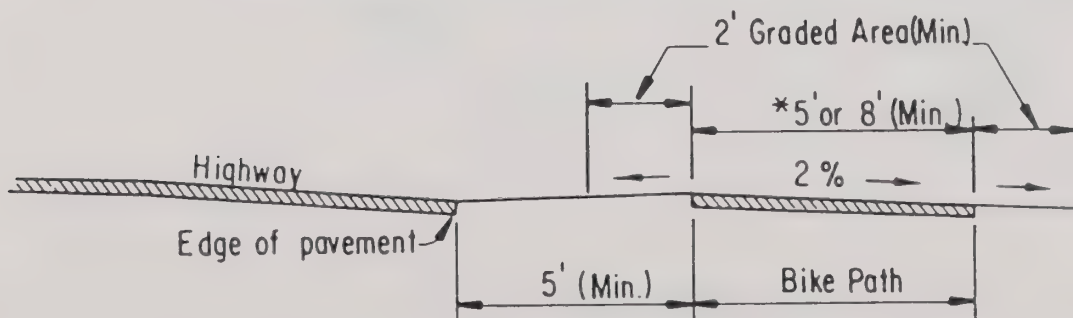
APPENDIX H

Bikeway Classifications

TWO-WAY BIKE PATH ON SEPARATED RIGHT-OF-WAY



TYPICAL CROSS SECTION BIKE PATH ALONG HIGHWAY

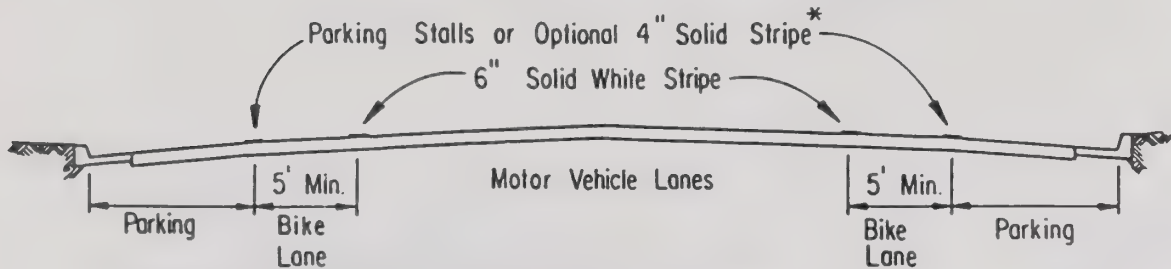


*One-Way: 5' Minimum Width
Two-Way: 8' Minimum Width

CLASS II BICYCLE LANES

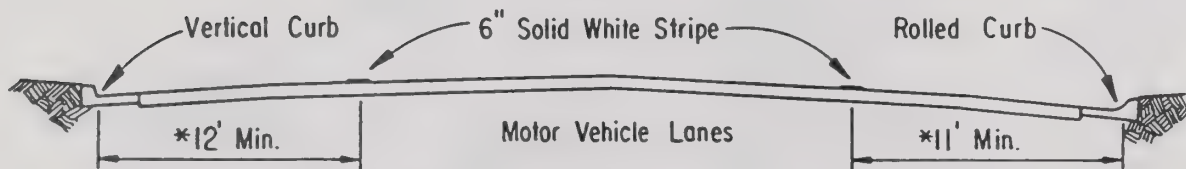
TYPICAL BIKE LANE CROSS SECTIONS

ON 2-LANE OR MULTI-LANE HIGHWAYS



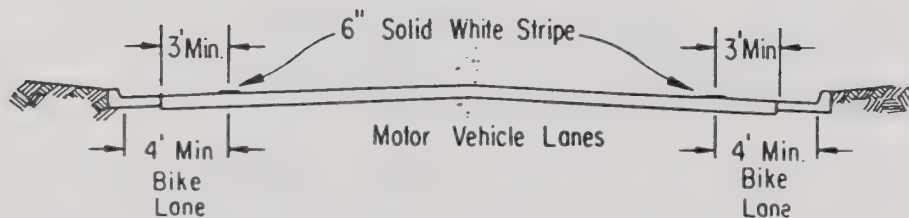
* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

(A) STRIPED PARKING

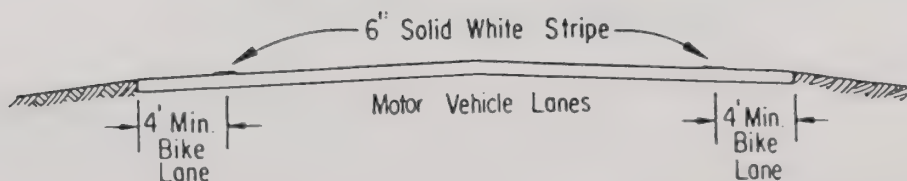


* 13' is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

(B) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL



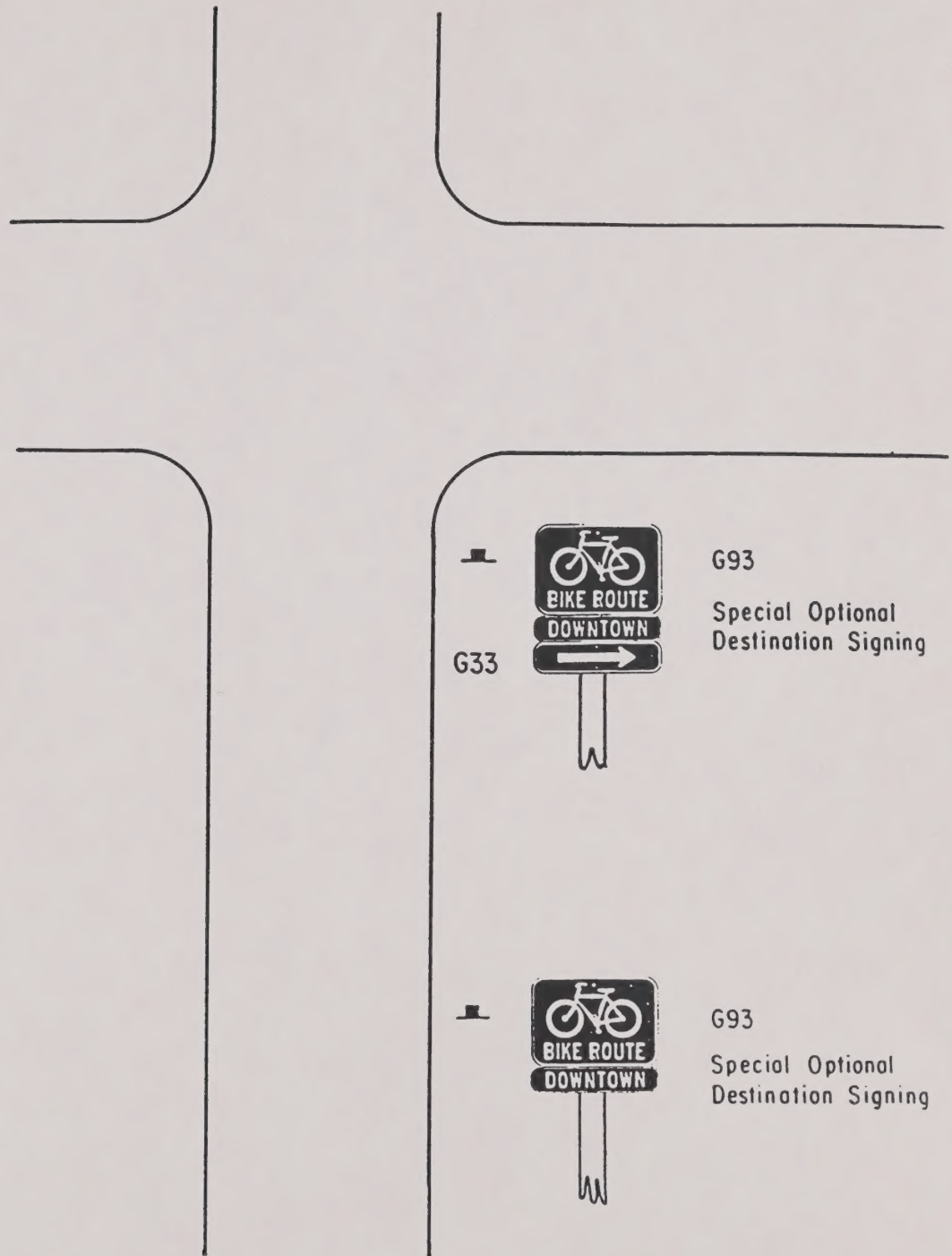
(C) PARKING PROHIBITED



(D) TYPICAL ROADWAY IN OUTLYING AREAS

CLASS III BICYCLE ROUTE

BIKE ROUTE SIGNING



NOTE: The G93 Bike Route signs should be placed at all points where the route changes direction and periodically as necessary.

U.C. BERKELEY LIBRARIES



0124922601

